

**TULSA METROPOLITAN AREA PLANNING
COMMISSION**

Meeting No. 2787

February 6, 2019, 1:30 PM

**175 East 2nd Street, 2nd Level, One Technology Center
Tulsa City Council Chamber**

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Work session Report:

Director's Report:

Review TMAPC Receipts for the month of December 2018

1. Minutes of January 16, 2019, Meeting No. 2786

CONSENT AGENDA:

All matters under "Consent" are considered by the Planning Commission to be routine and will be enacted by one motion. Any Planning Commission member may, however, remove an item by request.

NONE

PUBLIC HEARINGS:

2. **Z-7466 Lou Reynolds** (CD 1) Location: South and West of the southwest corner of East 36th Street North and North Yale Avenue requesting rezoning from **IL and AG** to **IH** (Continued from January 2, 2019 and January 16, 2019) (**Applicant requests a continuance to February 20, 2019**)
3. **CO-8 Mike Thedford** (CD 7) Location: Northeast corner of East 91st Street South and South Mingo Road requesting **Corridor Development Plan** (Related to

Ernest Childers VA Clinic Preliminary Plat and Accelerated Release of Building Permit) (**Staff requests a continuance to February 20, 2019**)

4. **Ernest Childers VA Clinic** (CD 7) Preliminary Plat, Location: Northeast corner of East 91st Street South and South Mingo Road (Related to CO-8 and Accelerated Release of Building Permit) (**Staff requests a continuance to February 20, 2019**)
5. **Ernest Childers VA Clinic** (CD 7) Authorization for Accelerated Release of Building Permits, Location: Northeast corner of East 91st Street South and South Mingo Road (Related to CO-8 and Preliminary Plat) (**Staff requests a continuance to February 20, 2019**)
6. **MR-2, The Summit at Tulsa Hills** (CD 2) Modification to Subdivision and Development Regulations to remove sidewalk requirement along Union Avenue, Location: South of the southeast corner of West 71st Street South and South Union Avenue (Continued from December 19, 2018 and January 16, 2019)
7. **MR-3, 3818 S. St. Louis Ave** (CD 9) Modification to Subdivision and Development Regulations to remove sidewalk requirement along South St. Louis Avenue, Location: South of the southwest corner of East 38th Street South and South St. Louis Avenue
8. **MR-4, 3123 E. 26th Pl. S.** (CD 4) Modification to Subdivision and Development Regulations to remove sidewalk requirement along East 26th Place, Location: East of the northeast corner of East 26th Place South and South Florence Avenue
9. **Z-7468 John Miggins** (CD 4) Location: East of the Southeast corner of East Admiral Place and North Pittsburg Avenue requesting rezoning from **CH to IL**
10. **Z-7469 Tulsa City Council/ Navid Amir** (CD 9) Location: East of the Southeast corner of East 60th Street South and South Peoria Avenue requesting rezoning from **RS-3 to MX1-U-U**
11. **CPA-79 Tanner Consulting, LLC** (CD 8) Location: North of the Northwest corner of East 131st Street South and South Sheridan Road (Related to Z-7470)
12. **Z-7470 Tanner Consulting, LLC** (CD 8) Location: North of the Northwest corner of East 131st Street South and South Sheridan Road requesting rezoning from **RS-3 to CS with optional development plan** (Related to CPA-79)
13. **CZ-482 Tim Terral** (County) Location: South of the southwest corner of East 161st Street South and South Lewis Avenue requesting rezoning from **AG to RE/PUD-852** (Related to PUD-852 and Vintage Estates Preliminary Plat)

14. **PUD-852 Tim Terral** (County) Location: South of the southwest corner of East 161st Street South and South Lewis Avenue requesting **PUD-852** (Related to CZ-482 and Vintage Estates Preliminary Plat)
15. **Vintage Estates** (County) Preliminary Plat, Location: South of the southwest corner of East 161st Street South and South Lewis Avenue (Related to CZ-482 and PUD-852)
16. **MPD-1 Katy O'Meilia** (CD 6) Location: Southwest corner of East 31st Street South and South 177th East Avenue requesting a Master Plan Development for private street mixed use community

OTHER BUSINESS

17. Commissioners' Comments

ADJOURN

CD = Council District

NOTE: If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526. Exhibits, Petitions, Pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained at Tulsa Planning Office, INCOG. Ringing/sound on all cell phones must be turned off during the Planning Commission.

Visit our website at www.tmapc.org

email address: esubmit@incog.org

TMAPC Mission Statement: The Mission of the Tulsa Metropolitan Area Planning Commission (TMAPC) is to provide unbiased advice to the City Council and the County Commissioners on development and zoning matters, to provide a public forum that fosters public participation and transparency in land development and planning, to adopt and maintain a comprehensive plan for the metropolitan area, and to provide other planning, zoning and land division services that promote the harmonious development of the Tulsa Metropolitan Area and enhance and preserve the quality of life for the region's current and future residents.

TMAPC RECEIPTS
Month of December 2018

	----- Current Period -----				----- Year To Date -----			
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	3	\$150.00	\$150.00	\$300.00	61	3,112.50	3,112.50	\$6,225.00
Zoning	3	1,025.00	1,025.00	2,050.00	33	16,175.00	16,175.00	32,350.00
Plan Reviews	11	1,875.00	1,875.00	3,750.00	105	12,100.00	12,100.00	24,200.00
Refunds		(450.00)	(450.00)	(900.00)		(450.00)	(450.00)	(900.00)
NSF		0.00	0.00	0.00		0.00	0.00	0.00
		<u>\$2,600.00</u>	<u>\$2,600.00</u>	<u>\$5,200.00</u>		<u>\$30,937.50</u>	<u>\$30,937.50</u>	<u>\$61,875.00</u>
LAND DIVISION								
Minor Subdivision	0	\$0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Preliminary Plats	0	0.00	0.00	0.00	11	\$6,600.00	\$6,600.00	13,200.00
Final Plats	1	450.00	450.00	900.00	5	\$2,250.00	\$2,250.00	4,500.00
Development Reg. Compliance	0	0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Lot Splits	4	300.00	300.00	600.00	29	\$2,625.00	\$2,625.00	5,250.00
Lot Line Adjustment	6	450.00	450.00	900.00	41	\$2,975.00	\$2,975.00	5,950.00
Other	0	0.00	0.00	0.00	10	\$1,075.00	\$1,075.00	2,150.00
NSF		0.00	0.00	0.00		\$0.00	\$0.00	0.00
Refunds		0.00	0.00	0.00		\$0.00	\$0.00	0.00
		<u>\$1,200.00</u>	<u>\$1,200.00</u>	<u>\$2,400.00</u>		<u>\$15,525.00</u>	<u>\$15,525.00</u>	<u>\$31,050.00</u>
TMAPC COMP								
Comp Plan Admendment	0	\$0.00	\$0.00	\$0.00	1	\$300.00	\$0.00	\$300.00
Refund		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>		<u>(\$300.00)</u>	<u>\$0.00</u>	<u>(\$300.00)</u>
		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
BOARDS OF ADJUSTMENT								
Fees	19	\$6,150.00	\$900.00	\$7,050.00	119	\$33,400.00	\$9,850.00	\$43,250.00
Refunds		(500.00)	0.00	(\$500.00)		(\$1,750.00)	(\$1,350.00)	(3,100.00)
NSF Check		0.00	0.00	\$0.00		\$0.00	(\$500.00)	(500.00)
		<u>\$5,650.00</u>	<u>\$900.00</u>	<u>\$6,550.00</u>		<u>\$31,650.00</u>	<u>\$8,000.00</u>	<u>\$39,650.00</u>
TOTAL		\$9,450.00	\$4,700.00	\$14,150.00		\$78,112.50	\$54,462.50	\$132,575.00
LESS WAIVED FEES *		\$0.00		\$0.00		(\$1,930.97)		(\$1,930.97)
GRAND TOTALS		<u>\$9,450.00</u>	<u>\$4,700.00</u>	<u>\$14,150.00</u>		<u>\$76,181.53</u>	<u>\$54,462.50</u>	<u>\$130,644.03</u>

* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers.

DECEMBER 2018 receipt comparison

	DEC. 2018	Nov. 2018	DEC. 2017
Zoning Letters	3	11	8
Zoning	3	3	3
Plan Reviews	11	23	16
Minor Subdivisions	0	0	0
Preliminary Plats	0	1	2
Final Plats	1	0	2
Development Regulations Compliance (includes plat waivers prior to 5/10/2018)	0	0	1
Lots Splits	4	4	11
Lot Line Adjustments (includes lot combinations prior to 5/10/2018)	6	4	0
Other	1	1	2
Comp Plan Amendments	0	0	0

Sawyer, Kim

Z-7466

FILE COPY

From: Wilkerson, Dwayne
Sent: Tuesday, January 29, 2019 10:54 AM
To: R. Louis Reynolds; Sawyer, Kim; Miller, Susan
Subject: RE: Z-7466 (Applicant request for continuance to the February 20th Planning Commission Meeting)

Thanks Lou,

Staff Supports your request and we will forward your request to the Planning Commission.

Respectfully,

INCOG

Dwayne Wilkerson, ASLA, RLA
Assistant Director Land Development Services
2 West Second Street | Suite 800
Tulsa OK, 74103
dwilkerson@incog.org
918-579-9475

From: R. Louis Reynolds <LReynolds@ellerdetrich.com>
Sent: Wednesday, January 23, 2019 12:05 PM
To: Wilkerson, Dwayne <DWilkerson@incog.org>
Subject: Z-7466

Dear Dwayne: Attached is a copy of the Application for Zoning Clearance Permit I filed on January 14, 2019. While we are waiting for a response to the Application for the City, I respectfully request that the hearing on the Zoning Application be continued to February 20, 2019. Let me know if you have any questions. Best regards, Lou Reynolds

R. Louis Reynolds

Eller & Detrich

2727 E. 21st Street, Ste 200
Tulsa, Oklahoma 74114-3533

☎ (918) 747-8900 *phone*
☎ (866) 547-8900 *toll free*
☒ (918) 392-9407 *e-fax*
✉ LReynolds@EllerDetrich.com

 <http://www.EllerDetrich.com/>

CONFIDENTIALITY STATEMENT. This e-mail and any attachments hereto are subject to the Electronic Communications Privacy Act, Tjt. 18 U.S.C. Sec. 2510. The information contained in this transmission is or may be protected by the attorney-client and/or the attorney work product privilege and is confidential. It is intended only for the use of the individual or entity identified above. If the recipient or reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. No applicable privilege or confidentiality is waived by the party sending this communication and/or any attachments. If you received this email communication in error, please notify the sender immediately by reply e-mail or by telephone and delete the message and any attachments from your server/system. Thank you and we apologize for any inconvenience you may have encountered.



Please consider the environment before printing this e-mail! ~ Thank you!

CO-8

Sawyer, Kim

From: Wilkerson, Dwayne
Sent: Tuesday, January 29, 2019 10:49 AM
To: Mike Thedford; Sawyer, Kim; Miller, Susan
Cc: Foster, Nathan
Subject: FW: FW: VA Outpatient - (CO) Development Plan (CO-8) , (Earnest Childers VA clinic) Preliminary Plat and accelerated building permit.
Attachments: Zoning Application 2018 SIGNED.pdf; Development Standards.docx; VA PLAT Subdivisions Application - 2018.01.03.pdf; VA AccelReleaseApp - 2018.01.03.pdf; EXHIBITS.pdf; EC VA Clinic_PrePlat_20180103 - Copy.pdf

Thanks Mike.

Thanks for your time this morning. In response to our meeting and the significance of the changes requested we cannot complete our staff report for a timely distribution to the Planning Commission prior to the February 6th meeting.

Staff request a continuance to the February 20th planning commission for CO-8.

With this email staff also request a continuance to the February 20th Planning Commission for the Earnest Childers VA clinic preliminary plat and the associated request to allow a release for an accelerated building permit.

Please let me know if you would like to discuss further.

Respectfully,

INCOG

Dwayne Wilkerson, ASLA, RLA
 Assistant Director Land Development Services
 2 West Second Street | Suite 800
 Tulsa OK, 74103
dwilkerson@incog.org
 918-579-9475

From: Mike Thedford <mthedford@wallacesc.com>
Sent: Monday, January 28, 2019 2:53 PM
To: Wilkerson, Dwayne <DWilkerson@incog.org>
Cc: Alan Taylor <alantaylor@wallacesc.com>
Subject: Re: FW: VA Outpatient - (CO) Development Plan (CO-8)

Dwayne,
 Per your request, see attached.

It's important to note that this afternoon, we were instructed to delete "Lot 2" (Morning Crest) from this plat. Essentially, this will be a Block 1, Lot 1 plat. The sanitary sewer easement that is showing on the Morning Crest piece will shift to the east and be dedicated by separate instrument. This will require a slight revision to the Development Standards to eliminate any reference to Development Area B.

Please let me know any concerns or questions you may have with this late development.

Regards,

Mike Thedford
Land Development Planner



Wallace Engineering Structural Consultants, Inc.
Structural and Civil Consultants
200 East Mathew Brady Street
Tulsa, Oklahoma 74103
918.584.5858 O | 918.806.7352 D | 918.497.0627 C

Tulsa | Kansas City | Oklahoma City | Denver | Atlanta | Chicago



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On Mon, Jan 28, 2019 at 12:57 PM Wilkerson, Dwayne <DWilkerson@incog.org> wrote:

Mike,

Please send me a word document with your development plan and a PDF file that includes the entire submittal package today if possible.

Sorry for the late request.

Thanks

INCOG

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3.2

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It's the northeast corner of 91st and Mingo.

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Mike,

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Nathan Foster | Senior Planner

2 West 2nd Street Suite 800 | Tulsa, Oklahoma 74103

ph: 918.579.9481 | email: nfoster@incog.org

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Cc: Wilkerson, Dwayne
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Nathan,

I'm assuming the fee for this will be the \$1,500 even though the zoning action was done in the past? I will be doing the Development Plan portion only so wasn't sure how the fees would work.

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Preliminary Plat

Sawyer, Kim

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4.1

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4.2

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Sawyer, Kim

Accelerated building permit

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Tulsa Metropolitan Area Planning Commission

Case : MR-2 – The Summit at Tulsa Hills

Hearing Date: February 6, 2019
(Continued from: January 16, 2019 & December 19, 2018)

Case Report Prepared by:

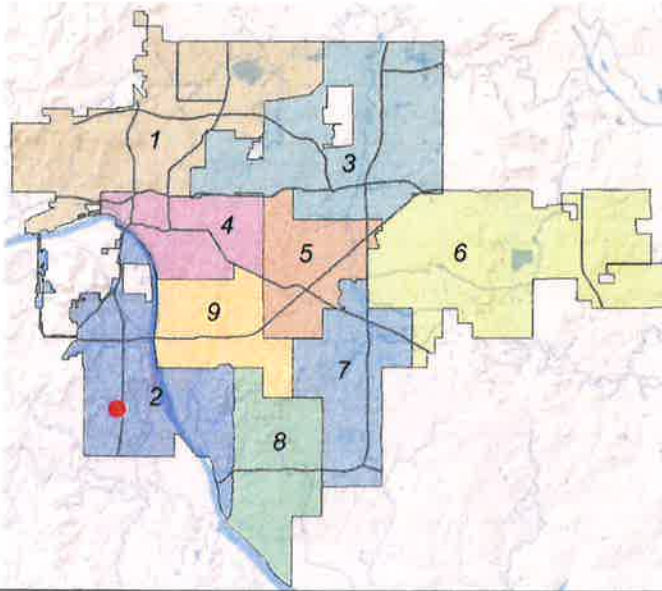
Nathan Foster

Owner and Applicant Information:

Applicant: Nathalie Cornett, Eller & Detrich

Owner: Nickel Creek Developers, INC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Modification to the Subdivision and Development Regulations

Purpose: Requesting a modification to the sidewalk requirements of Section 5.070 to remove the requirement for construction of sidewalks along South Union Avenue.

Location: South of the southeast corner of West 71st Street South and South Union Avenue

Zoning: CO/PUD-636

Staff Recommendation:

Staff recommends **denial** of the modification

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS: Site Map, Aerial, Preliminary Plat, Applicant's Request

6.1

MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

MR-2 – The Summit at Tulsa Hills - (CD 2)

South of the southeast corner of West 71st Street South and South Union Avenue

The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new single-family subdivision. The Subdivision and Development Regulations require sidewalks to be constructed on all arterial streets adjacent to new subdivisions.

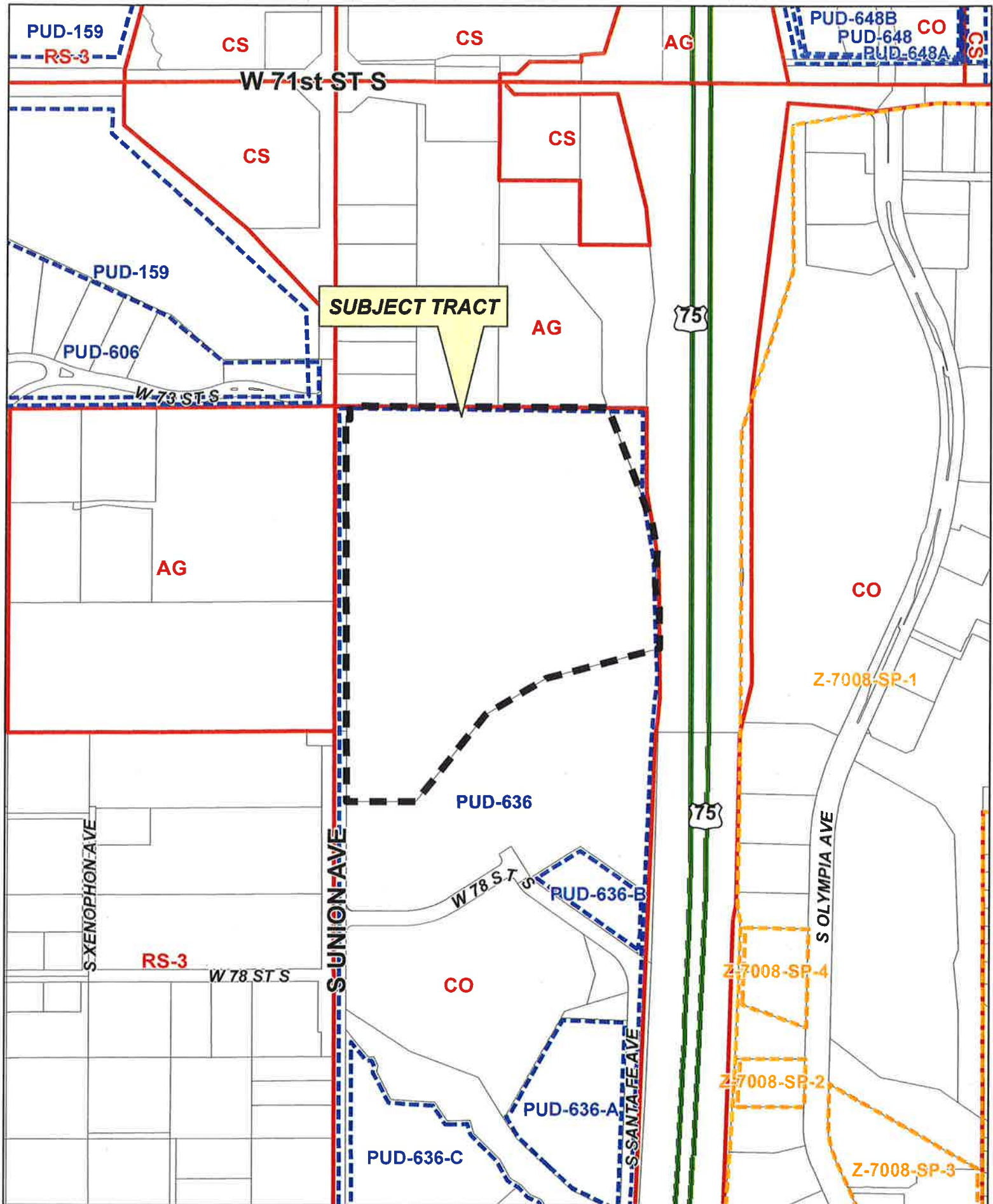
The proposed subdivision includes 59 new single-family residential lots. The property is situated between an existing apartment complex and commercial uses to the south and undeveloped property to the north. If the property to the north were rezoned and developed, platting requirements would be incurred and sidewalks would be required to be installed that would connect the subject property to West 71st Street. There are existing sidewalks and a Tulsa Transit stop on West 71st Street that should be connected to new developments occurring along South Union Avenue via a sidewalk.

Sidewalks were required for the multifamily project south of the site; however, they were not installed. The requirement for sidewalks remains and could cause future permitting issues for the property owners.

There are currently no plans for widening of South Union Avenue. The City of Tulsa does not have funding in place nor do they have any imminent plans to alter the configuration of the street.

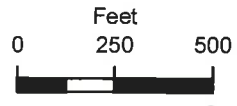
Staff recommends **denial** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction along South Union Avenue adjacent to the proposed "The Summit at Tulsa Hills" subdivision plat finding that it does not align with the Tulsa Comprehensive Plan or meet the modification requirements of the Subdivision and Development Regulations.

6.2

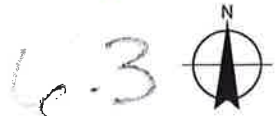


SUBJECT TRACT

**THE SUMMIT AT
TULSA HILLS**



18-12 11





W 71st ST S

W 73 ST S

S XENOPHON AVE

W 78 ST S

S UNION AVE

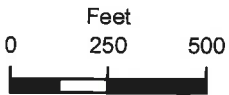
W 78 ST S

S SANTA FE AVE

S OLYMPIA AVE

75

75



Subject Tract

THE SUMMIT AT TULSA HILLS

18-12 11

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

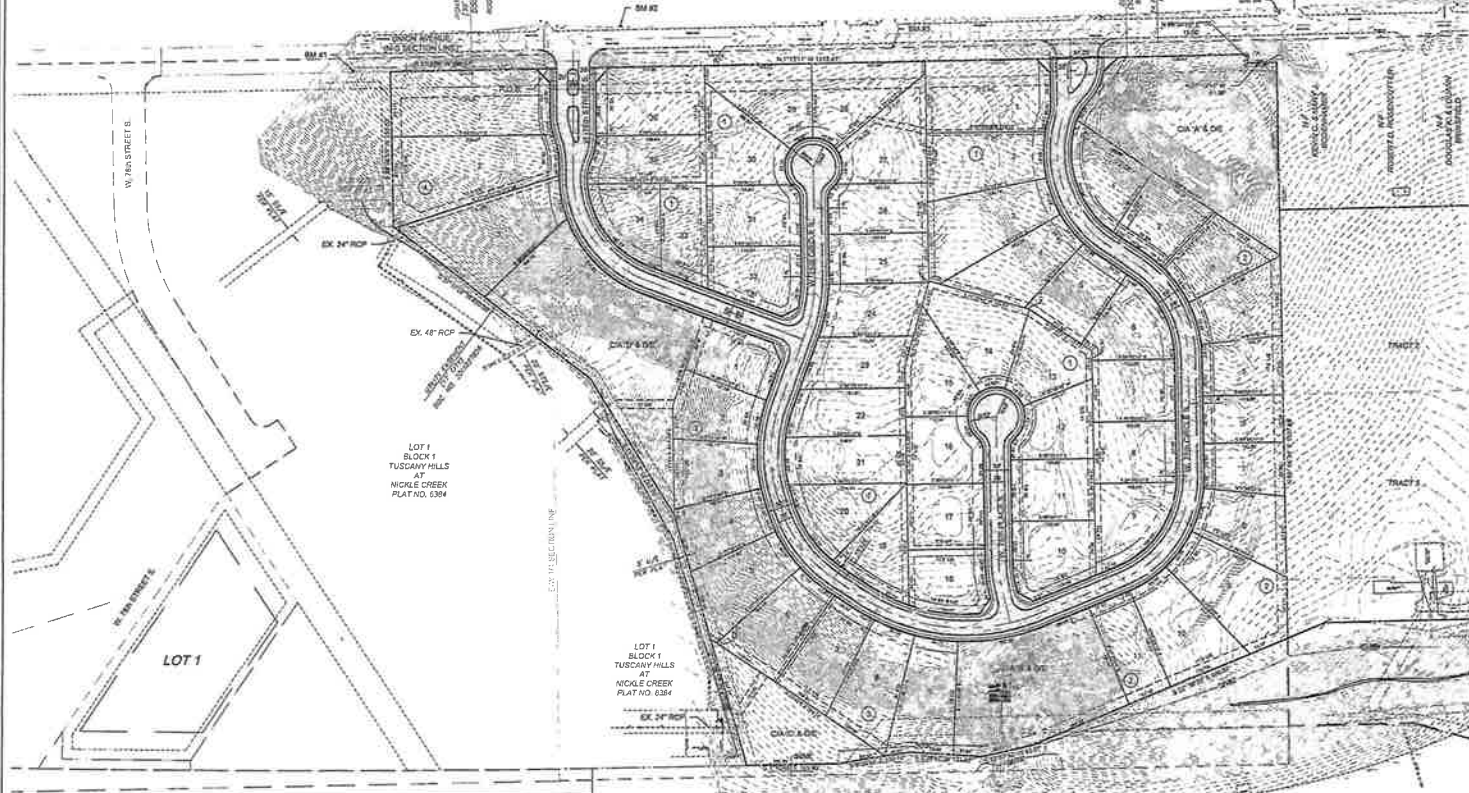


PRELIMINARY PLAT

OF

THE SUMMIT

BEING A PART OF THE W/2 W/2 OF SECTION 11, T-18-N, R-12-E, I.M.
TULSA, TULSA COUNTY, OKLAHOMA



NICKLE CREEK
PART OF THE W/2 W/2, SECTION 11, T-18-N, R-12-E

NORTH TRACT PARCEL ONE DESCRIPTION
A TRACT OF LAND DESCRIBED PARCEL ONE HEREIN THAT IS PART OF THE WEST HALF OF THE WEST HALF (W/2 W/2) OF SECTION ELEVEN (11), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST, OF THE NEMO MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREON, AND WHOLLY CONTAINED WITHIN THAT CERTAIN REAL PROPERTY RECORDED AS A DUTY CLAIM DEED IN DOCUMENT NO. 20020846 OF THE OFFICE OF THE COUNTY CLERK OF TULSA COUNTY, OKLAHOMA (THE PROPERTY), SAID PARCEL ONE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER, E/4 W/4 W/2 SAID SECTION 11; THENCE NORTH 89° 01' 11" EAST AND ALONG THE SOUTHERLY LINE PRESENT EASTERLY RIGHT-OF-WAY LINE OF SOUTH OXFORD AVENUE, SAID POINT BEING A CORNER OF THE PROPERTY AND THE POINT OF BEGINNING OF PARCEL ONE;
THENCE ALONG THE PROPERTY FOR THE FOLLOWING WIND COURSE:
NORTH 1° 12' 11" WEST FOR A DISTANCE OF 1273.43 FEET TO A POINT; THENCE NORTH 37° 03' 04" EAST FOR A DISTANCE OF 15.98 FEET TO A POINT; THENCE NORTH 71° 11' 11" WEST FOR A DISTANCE OF 31.32 FEET TO A POINT; THENCE NORTH 88° 06' 04" EAST FOR A DISTANCE OF 100.81 FEET TO A POINT; THENCE SOUTH 23° 04' 04" EAST FOR A DISTANCE OF 500.00 FEET TO A POINT; THENCE SOUTH 12° 12' 02" WEST FOR A DISTANCE OF 93.07 FEET TO A POINT; THENCE SOUTH 27° 04' 04" WEST FOR A DISTANCE OF 19.32 FEET TO A POINT; THENCE SOUTH 63° 04' 04" EAST FOR A DISTANCE OF 132.13 FEET TO A POINT; THENCE SOUTH 11° 11' 11" EAST FOR A DISTANCE OF 165.48 FEET TO A POINT;
THENCE SOUTH 77° 04' 04" WEST FOR A DISTANCE OF 476.88 FEET TO A POINT;
THENCE SOUTH 31° 04' 04" WEST FOR A DISTANCE OF 448.88 FEET TO A POINT;
THENCE SOUTH 84° 55' 04" WEST FOR A DISTANCE OF 280.00 FEET TO A POINT ON THE WESTERLY LINE OF THE PROPERTY; THENCE NORTH 11° 20' 04" WEST ALONG SAID WESTERLY LINE, FOR A DISTANCE OF 268.87 FEET TO THE POINT OF BEGINNING OF PARCEL ONE;
SAID PARCEL ONE CONTAINING 1,558,804 SQUARE FEET OR 35.781 ACRES

SITE DATA	
TOTAL AREA:	1,558,804 SF (35.781 AC)
NUMBER OF LOTS:	32
NUMBER OF BLOCKS:	4
NUMBER OF COMMON AREAS:	4
BLOCK LENGTH:	
BLOCK 1:	4,232 LF
BLOCK 2:	3,074 LF
BLOCK 3:	746 LF
BLOCK 4:	274 LF

Curve Table: Lots					
Curve #	Radius	Length	Chord Direction	Chord Length	Bearing
C1	25.00	21.16	N 64°13'36" E	20.94	N 40°29'34" E
C2	30.00	8.18	N 44°27'52" E	8.17	N 79°53'3" E
C3	30.00	8.18	N 44°27'52" E	8.17	N 79°53'3" E
C4	25.00	21.16	N 64°13'36" E	20.94	N 40°29'34" E
C5	25.00	21.16	N 64°13'36" E	20.94	N 40°29'34" E
C6	25.00	21.16	N 64°13'36" E	20.94	N 40°29'34" E

VERTICAL DATUM: NAVD 83

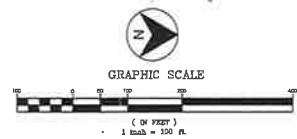
BENCHMARK - BM 1		BENCHMARK - BM 3	
ELEVATION	896.42	ELEVATION	896.29
MONUMENT	IR SPINE SET IN FACE OF HP	MONUMENT	1/2" IRON PIN
LOCATION	50' E, 100' N OF LOT 10 LINE, 100' EAST OF NORTH END OF ALLOCATION	LOCATION	E. CORNER OF LOT 10, S. 1/4, E. 1/2 OF PARCELS EDGE ACROSS FROM ASPHALT DRIVE.

BENCHMARK - BM 2		BENCHMARK - BM 4	
ELEVATION	896.17	ELEVATION	896.63
MONUMENT	1/2" IRON PIN	MONUMENT	CLIP # ON TOP OF CURB
LOCATION	20' WEST CORNER OF LOT 10, 10' S. 1/4, W. 1/2 OF PARCELS EDGE ON TOP OF HILL	LOCATION	S.E. CORNER OF INTERSECTION OF WEST 1st STREET AND OXFORD AVENUE

MONUMENT NOTE
1/2" IRON PIN 100'S IRON CAP OR IRON NAIL, IN CASE IRON NAIL SET AT ALL CORNERS UNLESS OTHERWISE NOTED.

LEGEND
S.D.E. = SURVEYOR'S DRAINAGE EASEMENT
R.O.S. = RIGHT OF WAY
U.S. = UTILITY EASEMENT
S.F. = SCHEDULING STOPPING LINE
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING

NOTES OF EXHIBIT
THIS EXHIBIT IS A PART OF THE PRELIMINARY PLAT FOR THE SUMMIT, BEING A PART OF THE W/2 W/2 OF SECTION 11, TOWNSHIP EIGHTEEN NORTH, RANGE TWELVE EAST, OF THE NEMO MERIDIAN, TULSA COUNTY, OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREON, AND WHOLLY CONTAINED WITHIN THAT CERTAIN REAL PROPERTY RECORDED AS A DUTY CLAIM DEED IN DOCUMENT NO. 20020846 OF THE OFFICE OF THE COUNTY CLERK OF TULSA COUNTY, OKLAHOMA (THE PROPERTY), SAID PARCEL ONE BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
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THENCE ALONG THE PROPERTY FOR THE FOLLOWING WIND COURSE:
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THENCE SOUTH 84° 55' 04" WEST FOR A DISTANCE OF 280.00 FEET TO A POINT ON THE WESTERLY LINE OF THE PROPERTY; THENCE NORTH 11° 20' 04" WEST ALONG SAID WESTERLY LINE, FOR A DISTANCE OF 268.87 FEET TO THE POINT OF BEGINNING OF PARCEL ONE;



OWNER
NICKLE CREEK DEVELOPERS, INC.
750 W. 24th AVE, SUITE 210
WESTMINSTER, CO 80234
CONTACT: RUSS WATSON, JR.
PHONE: (720) 231-4451
EMAIL: Russ.Watson@nccweb.com



DATE OF PREPARATION: JUNE 06, 2018

6.5

Eller & Detrich
A Professional Corporation

Philip J. Eller
Kevin H. Wylie
R. Louis Reynolds
Shanann Pinkham Passley
Daniel C. Cupps
Andrew A. Shank
Heidi L. Shadid
Mac D. Finlayson
Steven P. Flowers
Sloane Ryan Lile
Nathalie M. Cornett

Telephone
(918) 747-8900

Toll Free
(866) 547-8900

Facsimile
(918) 747-2665

Of Counsel

Donald L. Detrich
Katherine Saunders, PLC
Jerry M. Snider
John H. Lieber
Joshua M. Tietsort

Writer's E-Mail

NCornett@EllerDetrich.com

November 26, 2018

VIA HAND DELIVERY

Tulsa Metropolitan Area Planning Commission
c/o INCOG
Attn: Mr. Nathan Foster
2 West Second Street, Ste. 800
Tulsa, OK 74103

Re: Request for Modification of Subdivision Regulations for The Summit at Tulsa Hills

Dear Nathan:

This letter serves as a request for a modification of the Tulsa Subdivision and Development Regulations (the "Regulations") to waive the requirement for sidewalk installation (Section 5-070) along South Union Avenue at The Summit at Tulsa Hills (the "Project"). The preliminary plat for the Project was approved by TMAPC on September 5, 2018, a copy of which is attached hereto as **Exhibit "A"**.

The reason for the requested waiver is due to the topography and existing bar ditch that runs along Union Ave., making the installation of a sidewalk impractical. In fact, there have not been any sidewalks installed for any of the developments along Union Ave. between 71st Street and 81st Street.



www.EllerDetrich.com

2727 East 21st Street, Suite 200, Tulsa Oklahoma 74114-3533

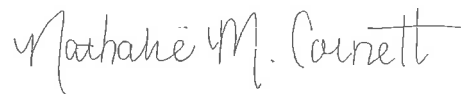
6.6

Strict compliance with the sidewalk requirement would cause undue hardship to the property owner based on the existence of a bar ditch running the length of South Union Avenue. In accordance with Section 10-070.4 of the Regulations, the requested waiver will not be detrimental to the public safety, health or welfare; nor will it be injurious to other property or improvements; nor will it impair the spirit and intent of the Tulsa Zoning Code or Comprehensive Plan.

Enclosed with this letter is a check for the requisite filing fee. Should you need any additional information to process this request, please do not hesitate to call me at (918) 747-8900.

Sincerely,

ELLER & DETRICH
A Professional Corporation



Nathalie M. Cornett

Cc: Jason Emmett
Enclosures

I:\13.1320\0004\Preliminary Plat\Request for Sub Reg Waiver (2018 1126).docx



Tulsa Metropolitan Area Planning Commission

Case : MR-3 – 3818 S. St. Louis Ave

Hearing Date: February 6, 2019

Case Report Prepared by:

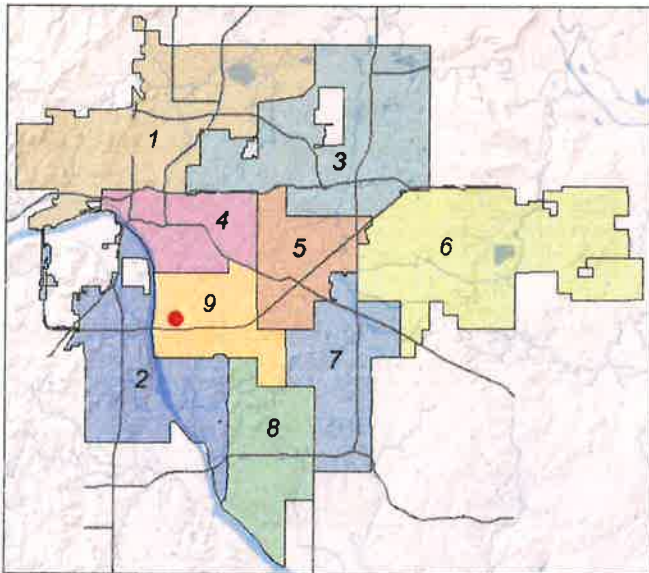
Nathan Foster

Owner and Applicant Information:

Applicant: Mike Alexander

Owner: Terrazzo Properties, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Modification to the Subdivision and Development Regulations

Purpose: Requesting a modification to the sidewalk requirements of Section 5.070 to remove the requirement for construction of sidewalks.

Location: South of the southwest corner of East 38th Street South and South St. Louis Avenue

Lot 3, Block 4 – Forest Ridge Addition

Zoning: RS-3

Staff Recommendation:

Staff recommends **approval** of the modification

City Council District: 9

Councilor Name: Ben Kimbro

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS: Case Map ,Aerial, Site Plan, Applicant's Request

7.1

MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

MR-3 – 3818 S. St. Louis Ave - (CD 9)

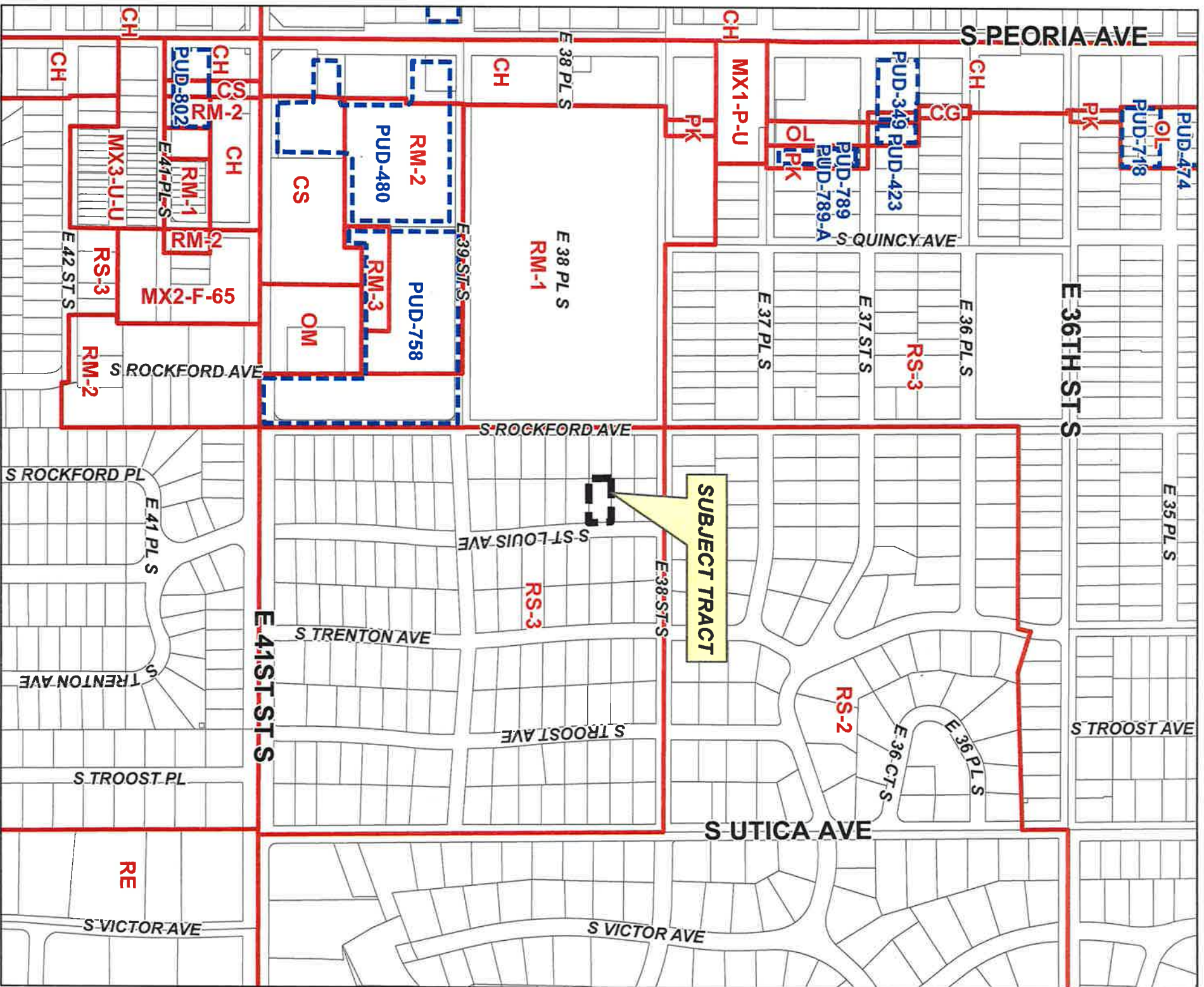
South of the southwest corner of East 38th Street South and South St. Louis Avenue - Lot 3, Block 4 – Forest Ridge Addition

The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new home. The newly adopted Subdivision and Development Regulations require sidewalks to be constructed on any new development requiring both new construction building permits and a certificate of occupancy.

The property under application is located within a neighborhood where there are currently no sidewalks. The newly constructed home would be the only property in the immediate area with a sidewalk and the sidewalk would not provide the connectivity that is the intended goal of the Subdivision and Development Regulations.

It is anticipated that the City of Tulsa will begin collecting fees-in-lieu for sidewalks in the near future to address situations where the immediate installation of sidewalks is not practical. Currently, the program for collection and allocation of those fees has not been implemented and a modification approval by TMAPC is the only relief from the sidewalk requirement.

Staff recommends **approval** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction on this property.



MR-3
19-13-19

7.3



E 35 PL S

E 36TH ST S

S STROOST AVE

E 36 PL S

E 36 PL S

S QUINCY AVE

E 37 ST S

E 36 CT S

S PEORIA AVE

E 37 PL S

S UTICA AVE

E 38 ST S

S VICTOR AVE



E 38 PL S

S ROCKFORD AVE

S ST LOUIS AVE

S STROOST AVE

E 39 ST S

S TRENTON AVE



E 41ST ST S

E 41 PL S

S ROCKFORD AVE

E 41 PL S

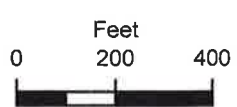
S TRENTON AVE

S VICTOR AVE

E 42 ST S

S ROCKFORD PL

S STROOST PL



Subject Tract

MR-3
19-13 19

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



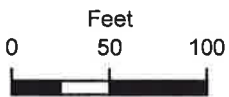


E 38 ST S

S ROCKFORD AVE

S ST LOUIS AVE

E 39 ST S

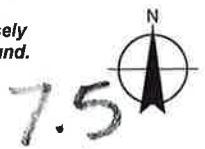


Subject
Tract

MR-3
19-13 19

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



**TERRAZZO PROPERTIES, LLC
2202 EAST 49TH STREET #310
TULSA, OK**

January 7, 2019

Tulsa Metropolitan Planning Commission
c/o Land Use Administrator

Re: 3818 South St. Louis, Ave. Tulsa, Oklahoma 741105 ("Property")
Request for Modification of Sidewalk Requirement

Gentlemen:

Terrazzo Properties, LLC is constructing a single family residence on the Property. We are requesting a modification of the sidewalk requirement contained in Paragraph 5-070 of the Tulsa Metropolitan Area Subdivision and Development that provides that no certificate of occupancy shall be issued until a sidewalk is constructed. We are requesting that no sidewalk be required for a certificate of occupancy to be issued for the Property.

The Property is located in midtown Tulsa in Forest Ridge Addition, an old, well established subdivision in which no sidewalks exist. To require a sidewalk for the Property would offer no utility to the area and would not be consistent with the current aesthetics of the area. These factors make the sidewalk installation impractical.

The granting of this modification will not be detrimental to the public safety, health or welfare, will not be injurious to other property or improvement, or impair the spirit, purposes or intent of applicable subdivision regulations or comprehensive plan policies.

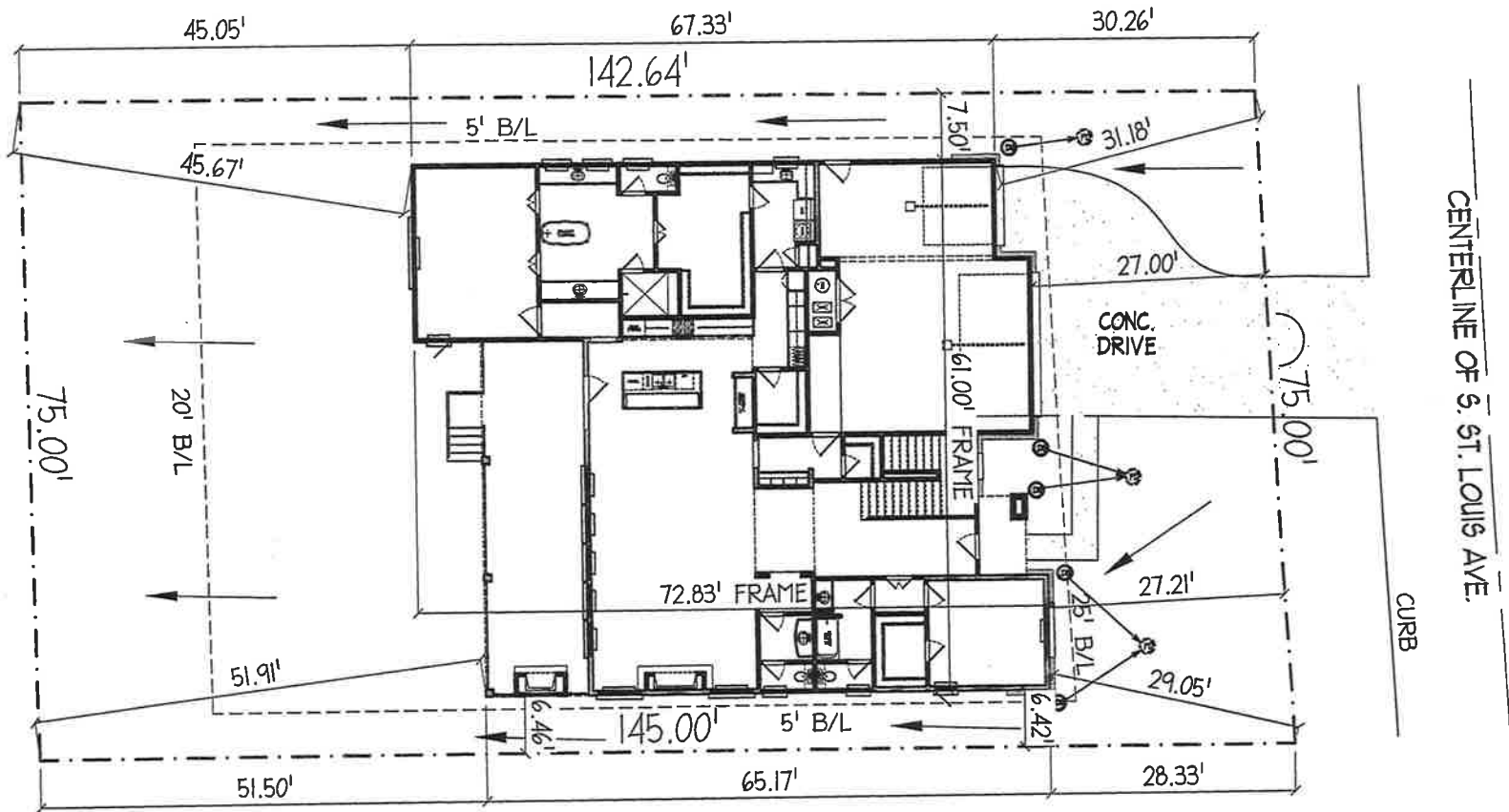
Sincerely yours,

TERRAZZO PROPERTIES LLC



MIKE ALEXANDER

7.6



LEGEND

(FD) FRENCH DRAIN FROM DOWNSPOUT TO CURB OR DAYLIGHT

(DS) DOWNSPOUT

← INDICATES DRAINAGE FLOW (SCALE AS NEC.)

OPEN SPACE CALCULATIONS

LOT AREA	10770	
MAIN LEVEL	2690	DRIVEWAY 654
GARAGE	737	COV'D PORCH 532
OPEN SPACE	6157	

NOTE!
 IT IS THE RESPONSIBILITY OF THE BUILDER TO ENSURE THIS SITE PLAN IS CORRECT AND THIS PROPOSED DWELLING HAS NO ENCROACHMENTS AT FORM BOARD STAGE. BUILDER WILL VERIFY WITH A FORM BOARD SURVEY FROM A REGISTERED SURVEYOR THAT PROPOSED SLAB FOOTPRINT DOES NOT ENCROACH INTO RECORDED EASEMENTS, AERIAL AND UTILITY EASEMENTS, BUILDING LINES, PROPERTY LINES OR SETBACKS PRIOR TO ANY CONSTRUCTION WHATSOEVER TO PREVENT POSSIBLE ENCROACHMENTS.

Bainbridge Design Group
 7318 S. Yale Ave Ste. C, Tulsa, OK 74136 918.499.1497

TRUE NORTH

SCALE = 1"=20'

FIELD VERIFY LOCATION OF HOUSE

Client: **Terrazzo Properties**

Project: 18.29.01 - Plot Plan

Legal Description:
 LOT 3, BLOCK 4, FOREST RIDGE ADDITION,
 TO THE CITY OF TULSA, TULSA COUNTY, OKLAHOMA
 3818 S. ST. LOUIS AVE.

7.7



Tulsa Metropolitan Area
Planning Commission

Case : MR-4 – 3123 E. 26th PI S

Hearing Date: February 6, 2019

Case Report Prepared by:

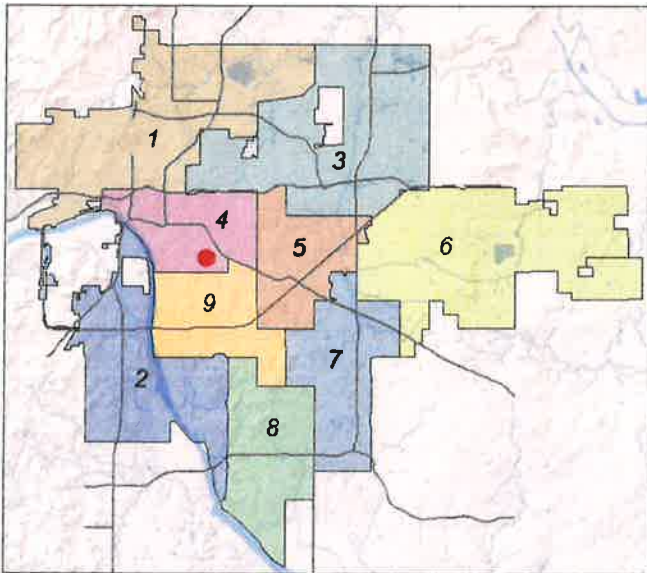
Nathan Foster

Owner and Applicant Information:

Applicant: Mike Alexander

Owner: Insight Homes Inc.

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Modification to the Subdivision and Development Regulations

Purpose: Requesting a modification to the sidewalk requirements of Section 5.070 to remove the requirement for construction of sidewalks.

Location: East of the northeast corner of East 26th Place South and South Florence Avenue

Lot 18, Block 3 – Sheila Terrace

Zoning: RS-2

Staff Recommendation:

Staff recommends **approval** of the modification

City Council District: 4

Councilor Name: Kara Joy McKee

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS: Case Map ,Aerial, Site Plan, Applicant's Request

8.1

MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

MR-4 – 3123 E. 26th Pl. - (CD 4)

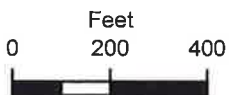
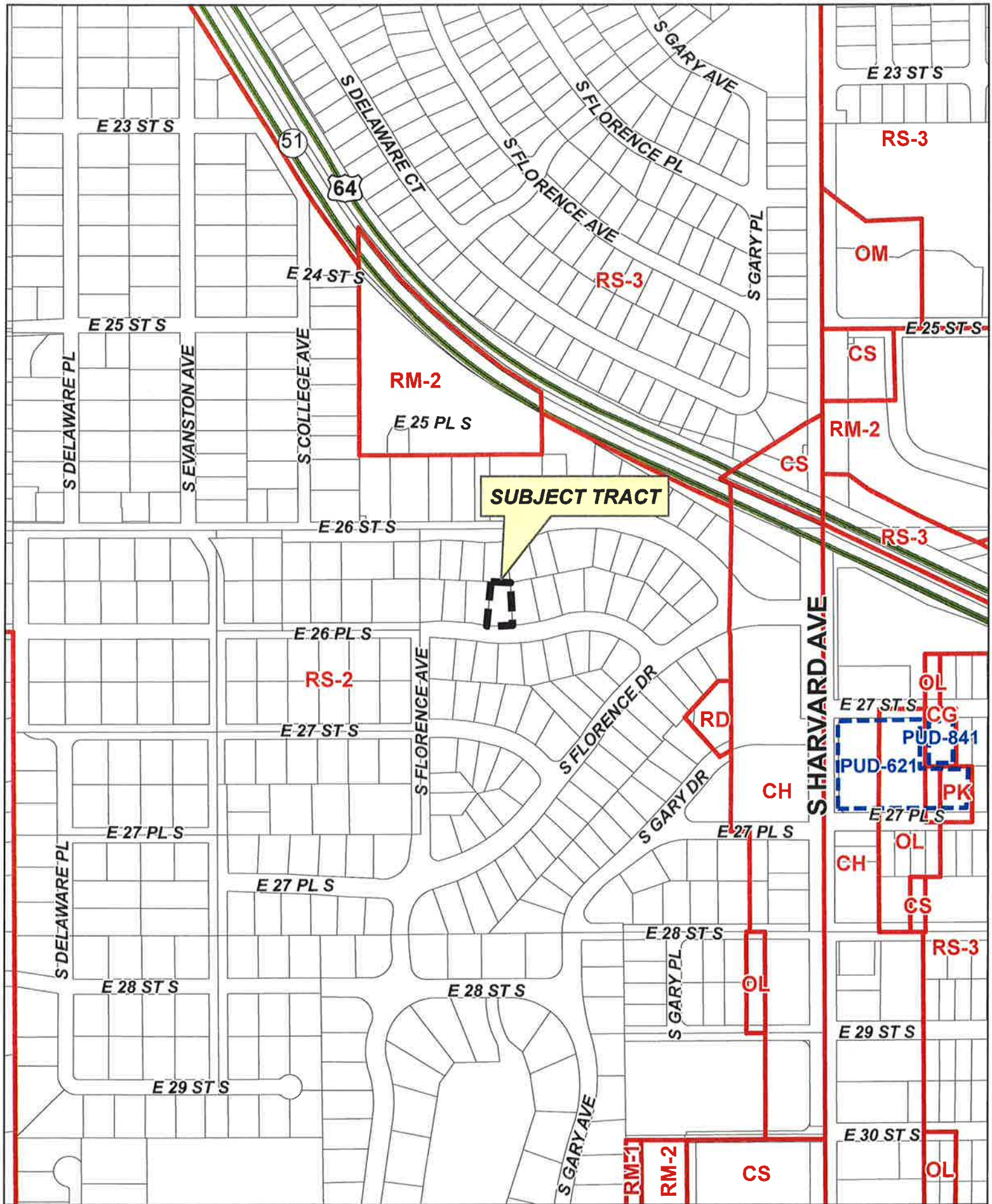
East of the northeast corner of East 26th Place South and South Florence Avenue – Lot 18, Block 3 – Sheila Terrace

The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new home. The newly adopted Subdivision and Development Regulations require sidewalks to be constructed on any new development requiring both new construction building permits and a certificate of occupancy.

The property under application is located within a neighborhood where there are currently no sidewalks. In addition, there are existing mature trees that would be required to be removed in order to construct a sidewalk. The newly constructed home would be the only property in the immediate area with a sidewalk and the sidewalk would not provide the connectivity that is the intended goal of the Subdivision and Development Regulations.

It is anticipated that the City of Tulsa will begin collecting fees-in-lieu for sidewalks in the near future to address situations where the immediate installation of sidewalks is not practical. Currently, the program for collection and allocation of those fees has not been implemented and a modification approval by TMAPC is the only relief from the sidewalk requirement.

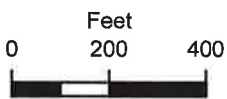
Staff recommends **approval** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction on this property.



MR-4

19-13 17





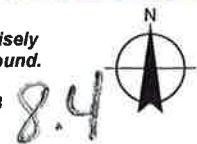
Subject Tract

MR-4

19-13 17

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



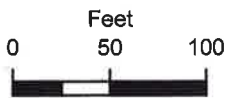


E 26 ST S

E 26 PL S

S FLORENCE AVE

S FLORENCE DR



Subject Tract

MR-4

19-13 17

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



**INSIGHT HOMES, INC.
2202 EAST 49TH STREET #310
TULSA, OK**

January 7, 2019

Tulsa Metropolitan Planning Commission
c/o Land Use Administrator

Re: 3123 East 26th Place, Tulsa, Oklahoma 74114 "Property"
Request for Modification of Sidewalk Requirement

Gentlemen:

Insight Homes, Inc is constructing a single family residence on the Property. We are requesting a modification of the sidewalk requirement contained in Paragraph 5-070 of the Tulsa Metropolitan Area Subdivision and Development that provides that no certificate of occupancy shall be issued until a sidewalk is constructed. We are requesting that no sidewalk be required for a certificate of occupancy to be issued for the Property.

The Property is located in midtown Tulsa in Sheila Terrance, an old, well established subdivision in which no sidewalks exist. To require a sidewalk for the Property would offer no utility to the area and would not be consistent with the current aesthetics of the area. These factors make the sidewalk installation impractical.

The granting of this modification will not be detrimental to the public safety, health or welfare, will not be injurious to other property or improvement, or impair the spirit, purposes or intent of applicable subdivision regulations or comprehensive plan policies.

Sincerely yours,

INSIGHT HOMES, INC.



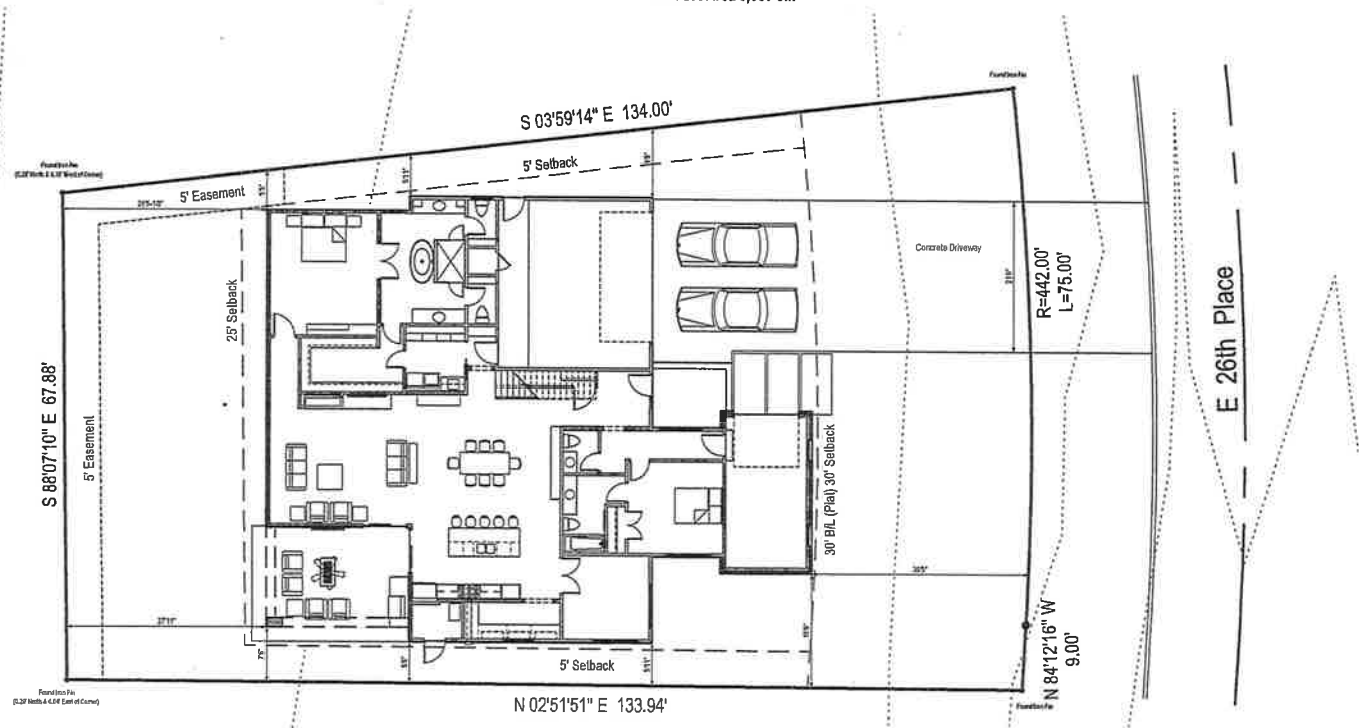
MIKE ALEXANDER

8.4

Legal Description:
 Lot 18, Block 3, Sheila Terrace An Addition to the City of Tulsa,
 Tulsa County, State of Oklahoma, According to the Recorded
 Plat thereof, Also know as 3123 E. 26th Pl. S.

HOUSE SIZES:
 1st Level 2,630 S.F.
 2nd Level 1,490 S.F.
 House Total Living 4,090 S.F.

RS-2 Zoning
 Front Setback 30' Lot Area 10,247.9 s.f.
 Rear Setback 25' Open Space 5,854 s.f.
 Side Setbacks 5' 3,763 s.f. House Footprint w/Porches
 Min. Open Space 5,000 s.f. 631 s.f. Front Drive
 Max Bldg Hgt 35'
 Min. Lot Area 9,000 s.f.



*INSIGHT HOMES
 3123 E 26th
 Tulsa, OK*

- SHEET LEGEND:**
- SP1.1 SITE PLAN
 - SP1.2 DRAINAGE / EROSION PLAN
 - A1.1 GROUND LEVEL FLOOR PLAN
 - A1.2 SECOND LEVEL FLOOR PLAN
 - A2.1 EXTERIOR ELEVATIONS - FRONT
 - A2.2 EXTERIOR ELEVATIONS - RIGHT & LEFT
 - A2.3 EXTERIOR ELEVATION REAR & WINDOW SCHEDULE
 - A3.1 ROOF PLAN
 - A4.1 STAIR DETAILS BUILDING SECTION
 - A4.2 STAIR DETAILS
 - A4.3 TYPICAL WALL SECTION & SPEC'S
- Foundation and Framing Plans/Details by Others

VIVES ARCHITECTS PLLC
 5550 SOUTH LEWIS AVENUE
 SUITE 101
 TULSA, OKLAHOMA 74105
 PHONE: 918.742.7911
 CELL: 918.724.5420
 FAX: 918.742.2729
 E-MAIL: vives@vivesarch.com

Stamp, Signature and Date

[Professional Seal]
 3650
 05/24/18

Project:
MOD FARM SPEC HOME
 3123 E. 26th Place
 Tulsa, OK 74114

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Approved Signature(s) / Date
 Date(s) / Date
 For Review
 Bid Set
 NOT For Construction
 For Construction

Revisions:

NO.	DATE	DESCRIPTION

Follow all Local,
 State, Federal
 Codes & IRC 2015

Project Number:
 Drawing Title:

SITE PLAN
 Ground Level

Issue Date: May 24, 2018

Sheet Number:
SP1.1

1.8

1

1/8" = 1'-0"



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7468

Hearing Date: February 6, 2019

Case Report Prepared by:

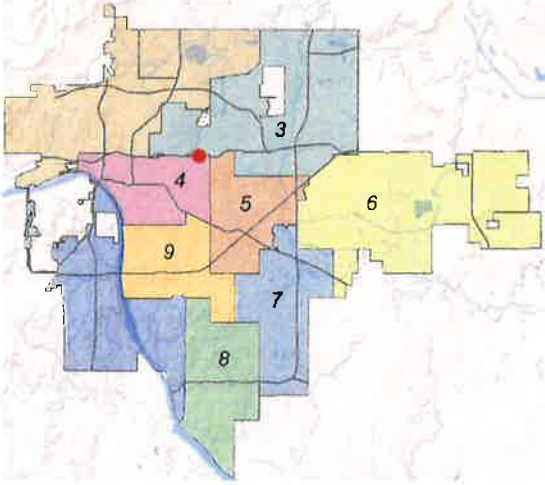
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: John Miggins

Property Owner: MIGGINS, JOHN C

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Commerical

Proposed Use: IL for a Horticulture Nursery

Concept summary: Applicant has only provided a concept statement that he plans to develop the site as a horticulture nursery.

Tract Size: 0.62 ± acres

Location: East of the southeast corner of East Admiral Place & North Pittsburg Avenue

Zoning:

Existing Zoning: CH

Proposed Zoning: IL

Comprehensive Plan:

Land Use Map: Main Street

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends denial.

Staff Data:

TRS: 9304

CZM: 37

Atlas:

City Council District: 4

Councilor Name: Kara Joy McKee

County Commission District: 2

Commissioner Name: Karen Keith

9.1

SECTION I: Z-7468

DEVELOPMENT CONCEPT:

Applicant has also noted his plan to combine all 5 lots into a single parcel. The parcels can be combined with or without the rezoning approval.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - Exhibit illustrating IL zoning request and lot combinations

DETAILED STAFF RECOMMENDATION:

IL zoning as requested in Z-7468 is not consistent with the Main Street Land Use designation in the comprehensive plan and,

Uses that may be allowed in an IL district are not consistent with the Sequoyah implementation plan and,

IL zoning allows uses that may be considered injurious to the proximate properties and,

IL zoning allows uses that are not consistent with the expected development of the surrounding properties therefore,

Staff recommends denial of Z-7468 to rezone property from CH to IL.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Main street land use vision does not include light industrial uses.

Land Use Vision:

Land Use Plan map designation: Main Street

Main Streets are Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.

Areas of Stability and Growth designation: Area of Growth

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter

auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

Transportation Vision:

Major Street and Highway Plan: None except the secondary arterial designation

Trail System Master Plan Considerations: None

Small Area Plan: Sequoyah Area Neighborhood Implementation Plan (Effective may 2007)

This location is considered a major activity center:

Major Activity Centers include Admiral Place corridor, Salvation Army Boys and Girls Club, and neighborhood churches. Such centers are generally thought of as urban areas that include concentrations of business, commercial and other uses which draw a large number of people from the region on a daily basis.

Most of the recommendations outlined in the implementation plan are public improvement strategies to help encourage redevelopment

This implementation plan was completed prior to the current City of Tulsa Comprehensive Plan and does not align itself with the current land use designations for the area.

Special District Considerations: None except recommended public improvements outlined in the Sequoyah Neighborhood Implementation Plan.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The existing site is a mix of several small buildings historically used as an auto repair shop with gravel parking areas..*

Snippet from northeast looking south west toward site.



Environmental Considerations: None that would affect site redevelopment

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East Admiral Place	Secondary Arterial	100 feet	4 with center turn lane

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-3 w/ RT 66 overlay	Parks and open space	Stability	Cemetery across E. Admiral
East	CH w/ RT66 overlay	Main street	Growth	Commercial use
South (across expressway)	RS-3	Existing Neighborhood	Stability)	Detached house
West	CH w/ RT 66 overlay	Main Street	Growth	Commercial

9.4

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11815 dated June 26, 1970, established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property:

BOA-21285 June 2011: The Board of Adjustment **approved** a *variance* of the paving requirement for a permitted automobile storage yard in a CH District (Section 1303.D), on property located south and east of the southeast corner of East Admiral Place and South Pittsburg Avenue.

2/6/2019 1:30 PM

9.5

Incog request, 5 lots all zoned CH requesting lot line adjustment and rezoning to Industrial light

Subdivision: RODGERS HGTS SUB
 Legal: LT 5 LESS N.29.25 TO CITY BLK 1
 Section: 04 Township: 19 Range: 13

Subdivision: RODGERS HGTS SUB
 Legal: LT 6 BK 1 LESS N. 29.25 TO CITY
 Section: 04 Township: 19 Range: 13

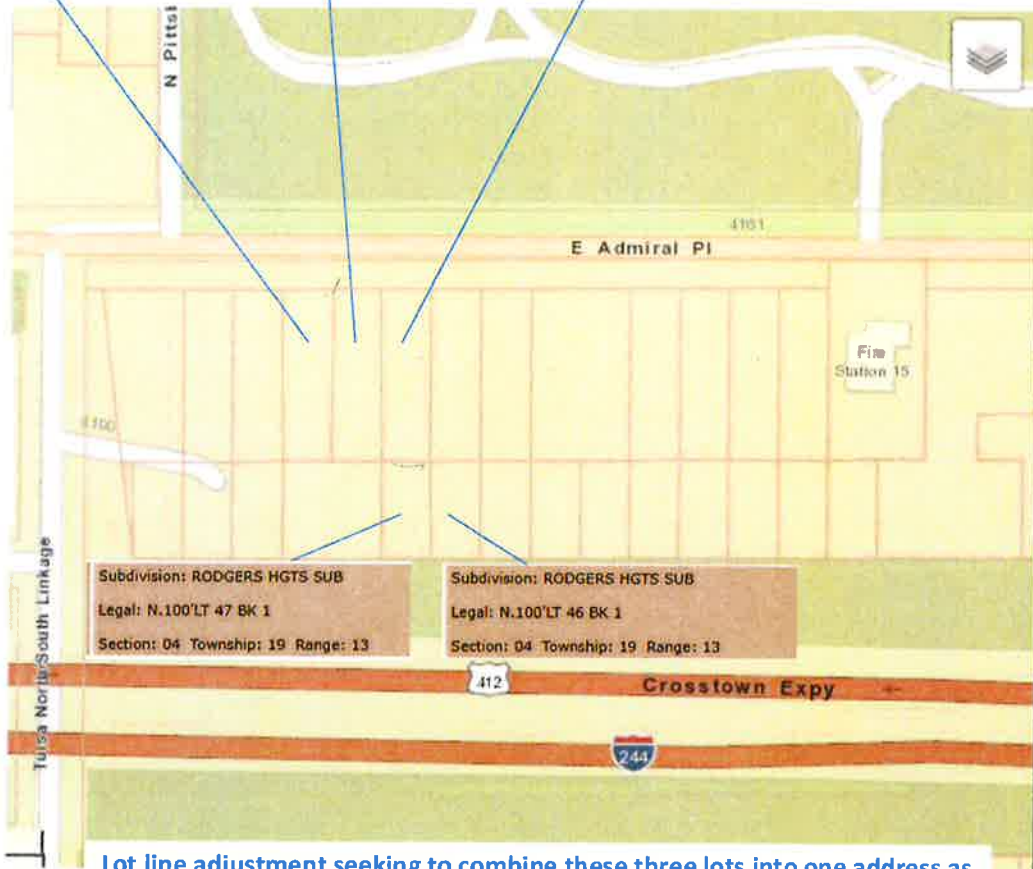
Subdivision: RODGERS HGTS SUB
 Legal: LT 6 BK 1 LESS N. 29.25 TO CITY
 Section: 04 Township: 19 Range: 13

4122 E. Admiral pl
 CH zoning

4124 East Admiral place
 CH Zoning

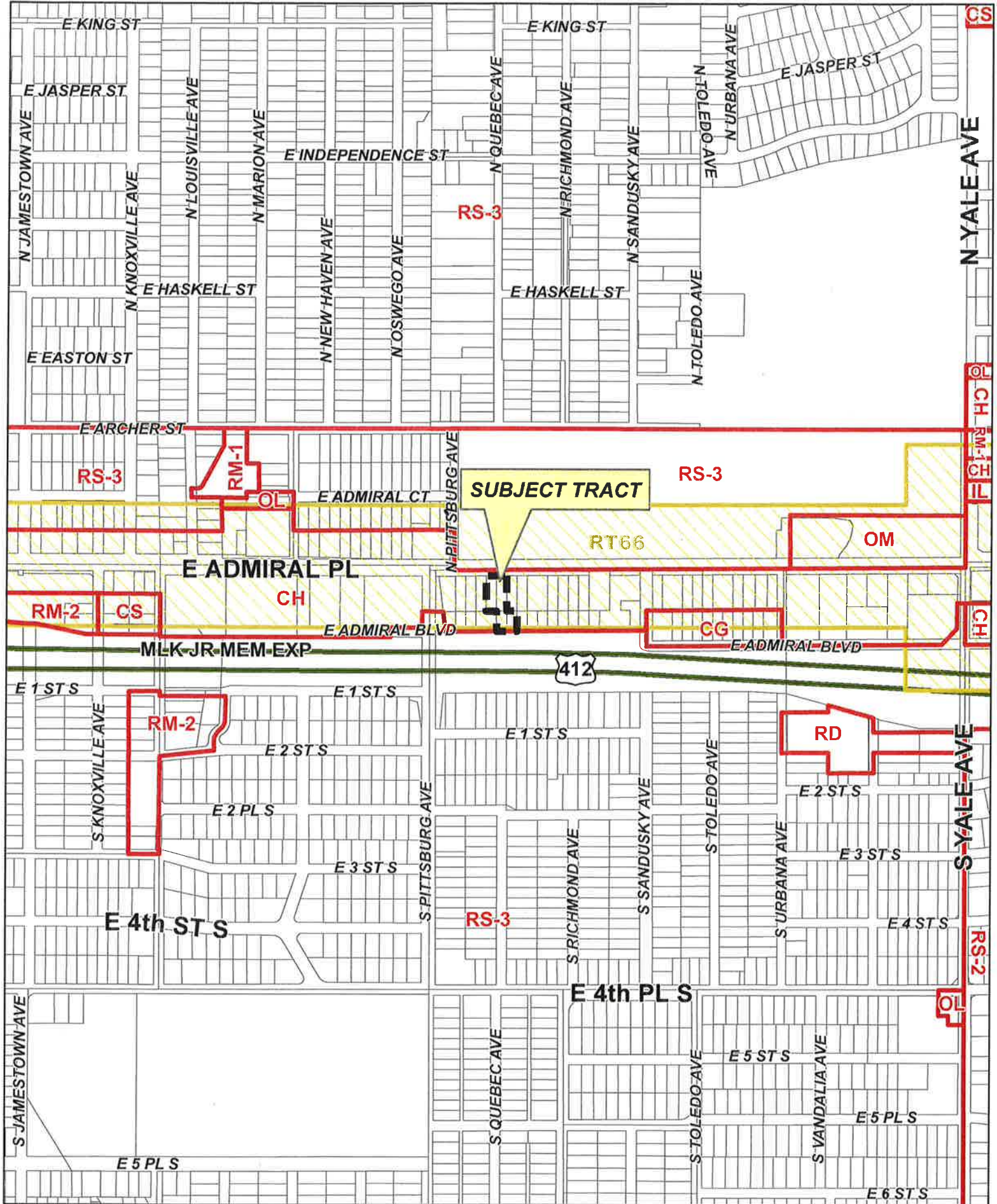
4128 East Admiral place
 CH zoning

John Miggins 918-521-6223



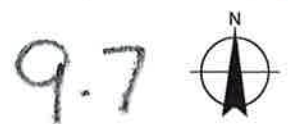
**Lot line adjustment seeking to combine these three lots into one address as 4128 East Admiral place
 Rezone all 5 to Industrial light**

9.6



Z-7468

19-13 04





 Subject Tract

Z-7468

19-13 04

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

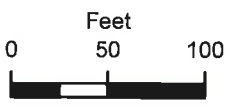




N PITTSBURG AVE

E ADMIRAL PL

MLK JR MEM EXP



 Subject Tract

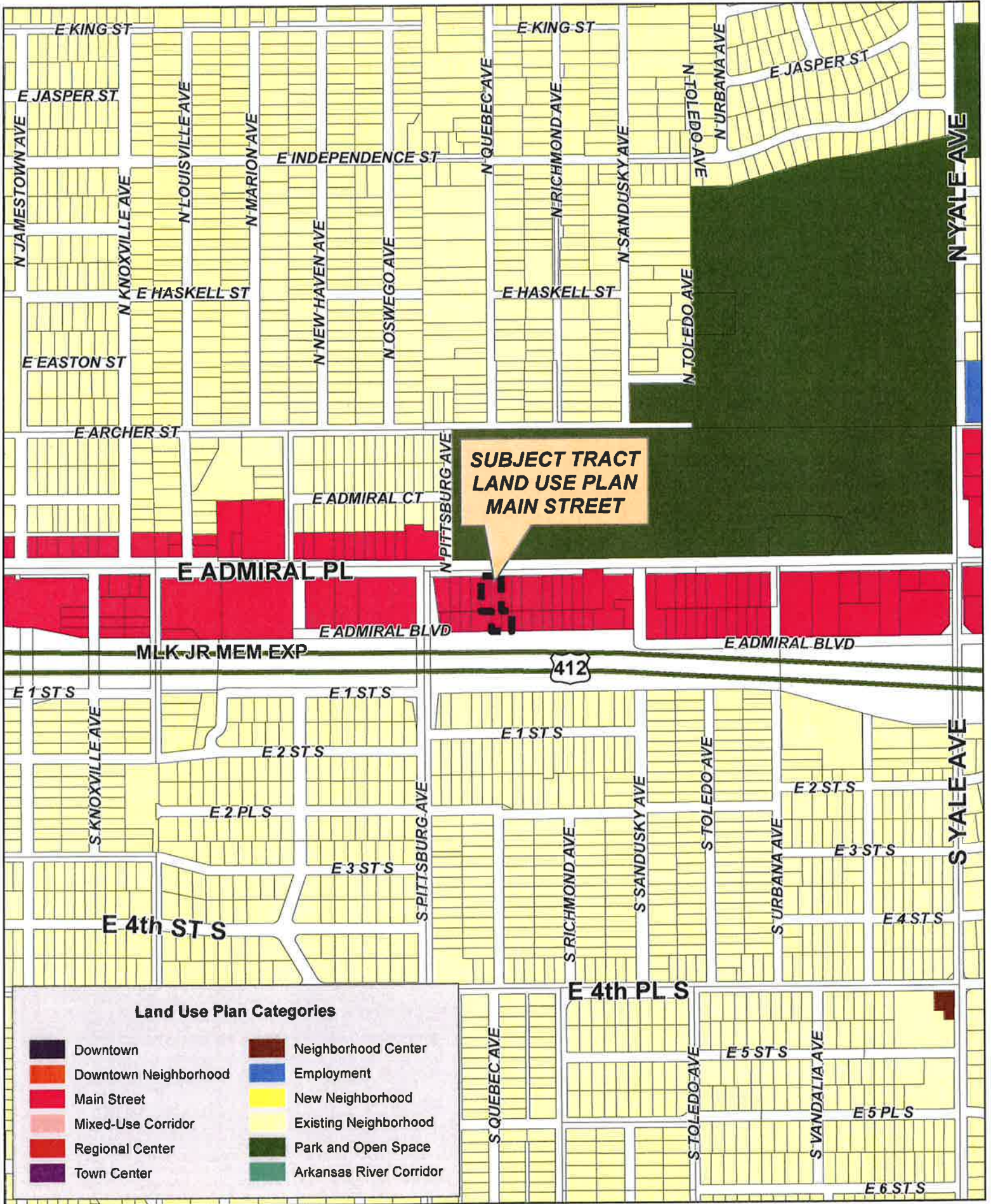
Z-7468

19-13 04

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

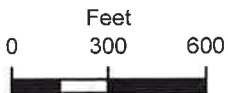




**SUBJECT TRACT
LAND USE PLAN
MAIN STREET**

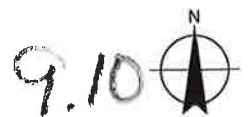
Land Use Plan Categories

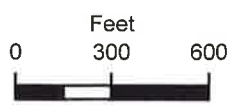
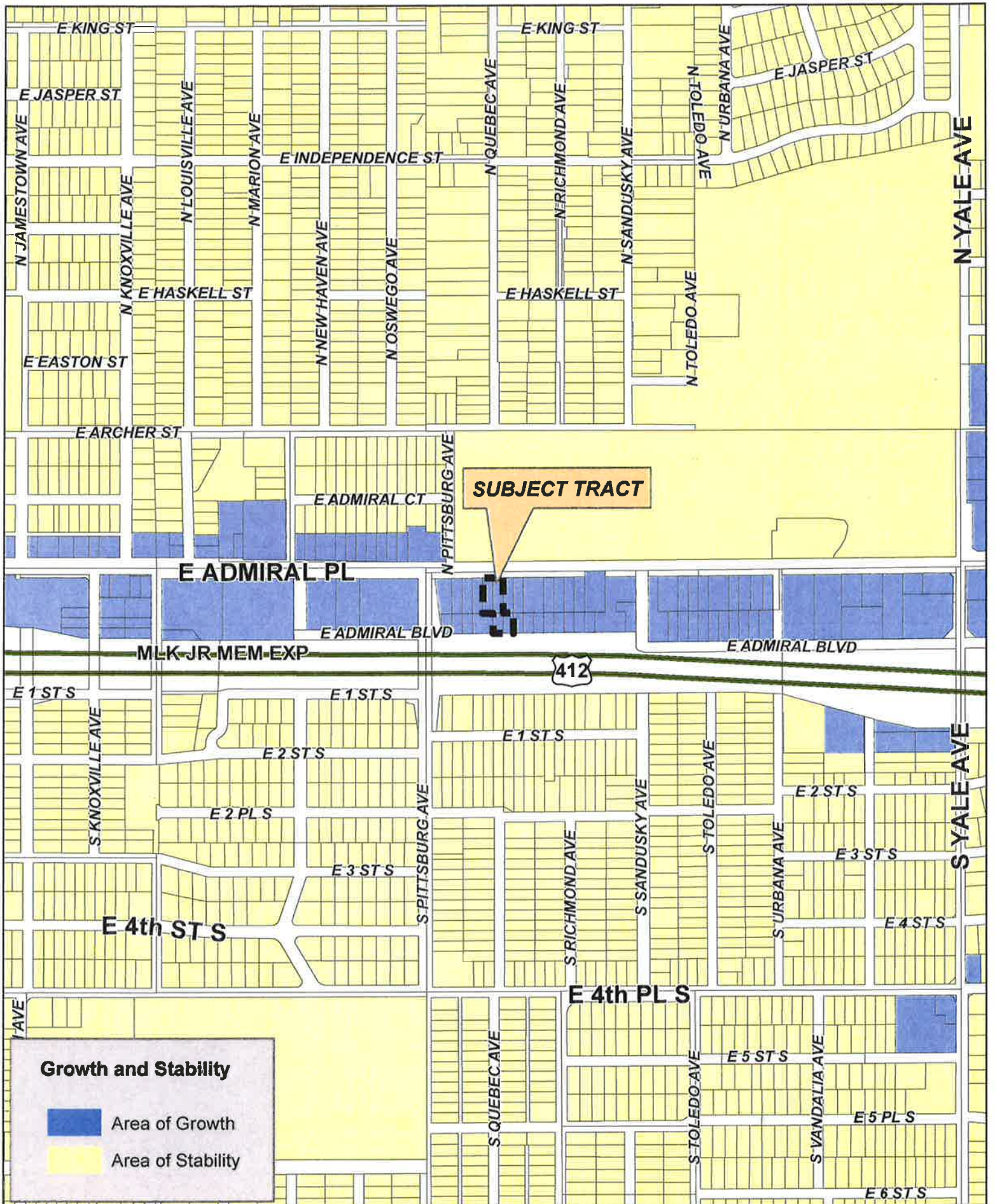
- | | |
|--|---|
|  Downtown |  Neighborhood Center |
|  Downtown Neighborhood |  Employment |
|  Main Street |  New Neighborhood |
|  Mixed-Use Corridor |  Existing Neighborhood |
|  Regional Center |  Park and Open Space |
|  Town Center |  Arkansas River Corridor |



Z-7468

19-13 04





Z-7468

19-13 04





Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7469

Hearing Date: February 6, 2019

Case Report Prepared by:

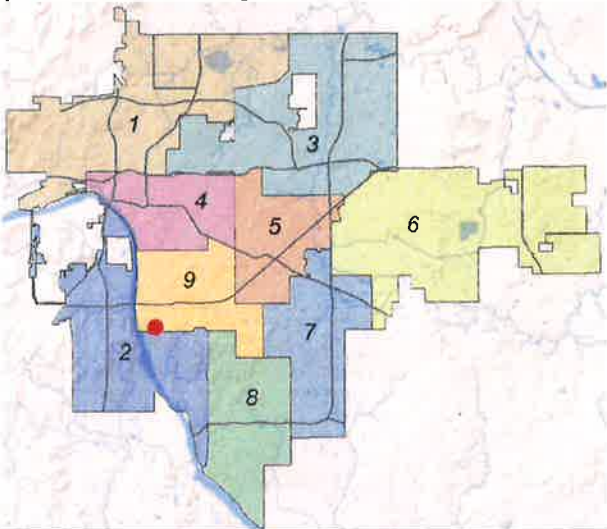
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Tulsa City Council c/o Navid Amir

Property Owner: N & A PROPERTIES LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: Mixed Use (MX1-U-U)

Concept summary: Rezoning request as part of the mixed-use zoning initiative associated with the bus rapid transit system along Peoria Avenue

Tract Size: 1.02 ± acres

Location: East of southeast corner of East 60th Street South & South Peoria Avenue

Zoning:

Existing Zoning: RS-3

Proposed Zoning: MX1-U-U

Comprehensive Plan:

Land Use Map: Mixed-Use Corridor

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 9331

CZM: 47

Atlas: 663

City Council District: 9

Councilor Name: Ben Kimbro

County Commission District: 2

Commissioner Name: Karen Keith

10.1

SECTION I: Z-7469

DEVELOPMENT CONCEPT: This request for rezoning is responsive to a City Council initiative to encourage mixed use development along the proposed bus rapid transit system route. The site is currently zoned OM and does not have a building height restriction. The Mixed-Use rezoning request is also for unlimited height.

The City initiated a land use study that resulted in zoning recommendations on property within ½ a mile of proposed enhanced stations along the bus rapid transit route. The subject property was included in that recommendation and the owner of that property has opted-in to a voluntary rezoning program initiated by the Tulsa City Council. No immediate development of the property is proposed.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - Client Concept Statement

DETAILED STAFF RECOMMENDATION:

Case Z-7469 request MX1-U-U is consistent with the expected development pattern in the area and,

MX1-U-U is not injurious to the surrounding property owners and,

The bus rapid transit study recommended MX1-U without a height recommendation on this site. The rezoning request is consistent with the Bus Rapid Transit System study and its land use recommendations and,

MX1-U-U is consistent with the Mixed-Use Corridor land use vision in the Tulsa Comprehensive Plan therefore,

Staff recommends **APPROVAL** of Z-7469 to rezone property from RS-3/ to MX1-U-U.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: MX1-U-U is consistent with the land use vision in the Tulsa Comprehensive Plan and is also consistent with the goals, objectives and strategies of the Riverwood Neighborhood Small Area Plan.

Land Use Vision:

Land Use Plan map designation: Mixed-Use Corridor

A Mixed-Use Corridor is a plan category used in areas surrounding Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated

from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods.

Areas of Stability and Growth designation: Area of Growth

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

Transportation Vision:

Major Street and Highway Plan: No designation

Trail System Master Plan Considerations:

None that affect site development however the river trail system is less than ½ mile from this site. Pedestrian and bicycle connectivity should be an important concept with any new redevelopment opportunity.

Small Area Plan:

Riverwood Neighborhood Small Area Plan (Completed in 2008).

Phase One infrastructure recommendations included Transit Connections and shelters specifically for Inhofe Plaza which is west of this site across Peoria.

The Riverwood Community identified the viability of retail and land uses along South Peoria corridor as a key element of the community plan. These activities contribute to greater livability and convenience within the neighborhood and can convey a neighborhood identity to visitors as well as residents from other areas of the City. Rezoning considerations should consider a walkability community especially for frequent users that may be elderly or physically challenged.

The primary goal identified in this small area plan:

Provide diversified, convenient, concentrated, and efficient commercial activities. This will add to the quality of area as a self-sufficient unit of the total urban pattern.

10.3

Objectives include:

1. Locate commercial facilities where compatible commercial uses can support one another and where community services and facilities are capable of supporting commercial activities.
2. Provide a reasonable ratio of commercial activities in relation to the population residing within the area.

Strategies for redevelopment included in the small area plan include:

1. Add continuous sidewalks on both sides of the street
2. Redesign the fronts of large parking lots and build small closely spaced or attached storefronts with courtyard parking behind
3. Encourage a mix of housing within walking distance of commercial areas
4. Encourage site store entrances near street fronts and parking lots to the rear of buildings so transit riders and cyclist have easy access to the store areas.

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: Empty Lot is available for density recommended in the Bus Rapid Transit Study area.

Environmental Considerations: None that would affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
E. 60 th Street South	None	50 feet	2 with bar ditch / no curb

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning</u>	<u>Existing Land Use Designation</u>	<u>Area of Stability or Growth</u>	<u>Existing Use</u>
North	CS w /PUD-472	Mixed-use Corridor	Growth	Mini storage
East	RM-2	Existing Neighborhood	Growth	Detached House
South	RM-2	Existing Neighborhood	Growth	Multi Family
West	OM	Mixed-use Corridor	Growth	Day Care

SECTION III: Relevant Zoning History

10.4

ZONING ORDINANCE: Ordinance number 11823 dated June 26, 1970, established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property:

Z-7464 December 2018: All concurred in **approval** of a request for *rezoning* a .52± acre tract of land from OM to MX1-U-U on property located north of the northeast corner of East 60th Street South Peoria Avenue. This request for rezoning was responsive to a City Council initiative to encourage mixed use development along the proposed bus rapid transit system route.

BOA-21181 July 2011: The Board of Adjustment **approved** a *special exception* to permit a multi-family residence in an OL zoning district (Section 601), on property located at 1313 East 60th Street.

BOA-19099 September 2001: The Board of Adjustment **approved** a *special exception* to permit vehicle repair in a CS district, noting this is only for the rear building and with condition of no outside storage or display of merchandise for sale, and no inoperable vehicles be permitted on the premises in excess of 48 hours, on property located north of the northwest corner of East 60th Street South and South Peoria Avenue.

BOA-18815 July 2000: The Board of Adjustment **approved** a *special exception* to permit auto sales in a CS district and vehicle repair in preparation for sale, on the condition specifically that no body work, auto painting, or major engine work be allowed, and that vehicles offered for sale would have to be on a paved parking area; and **denied** a *special exception* to permit storage or display of motorized vehicles on gravel located behind the building setback line, on property located north of the northeast corner of East 60th Street South and South Peoria Avenue.

PUD-472/Z6326 July 1991: All concurred in **approval** of a proposed *Planned Unit Development* and an **approval** of a request for *rezoning* on a 1.08± acre tract of land from OL to CS for a mini-storage on property located east of the southeast corner of East 58th Street South and South Peoria Avenue.

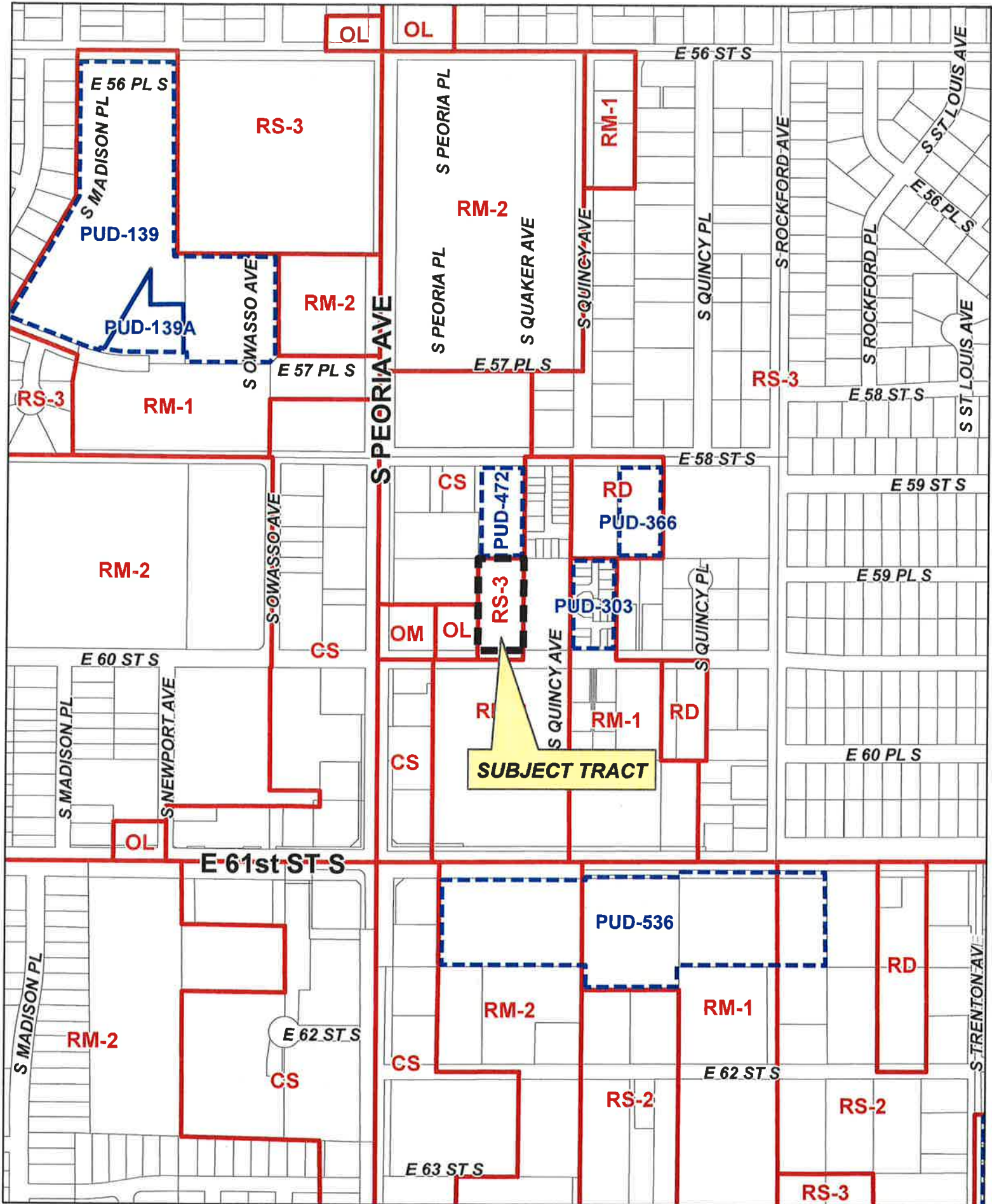
Z-5980 October 1984: All concurred in **approval** of a request for *rezoning* a tract of land from OM to CS on property located north of the northeast corner of East 60th Street South Peoria Avenue.

Z-5593 September 1981: All concurred in **approval** of a request for *rezoning* a tract of land from CS and RS-3 to OM on property located on the northeast corner of East 60th Street South and South Peoria Avenue.

Z-5354 March 1980: All concurred in **approval** of a request for *rezoning* a tract of land from RS-3 to OL on property located east of the northeast corner of East 60th Street South and South Peoria Avenue.

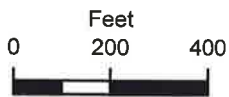
Z-5593 September 1981: All concurred in **approval** of a request for *rezoning* a tract of land from CS and RS-3 to OM on property located on the northeast corner of East 60th Street South and South Peoria Avenue.

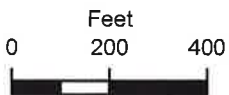
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Z-7469

19-13 31





Subject
Tract

Z-7469

19-13 31

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



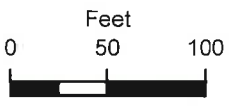


E 58 ST S

S PEORIA AVE

E 60 ST S

S QUINCY AVE



 Subject Tract

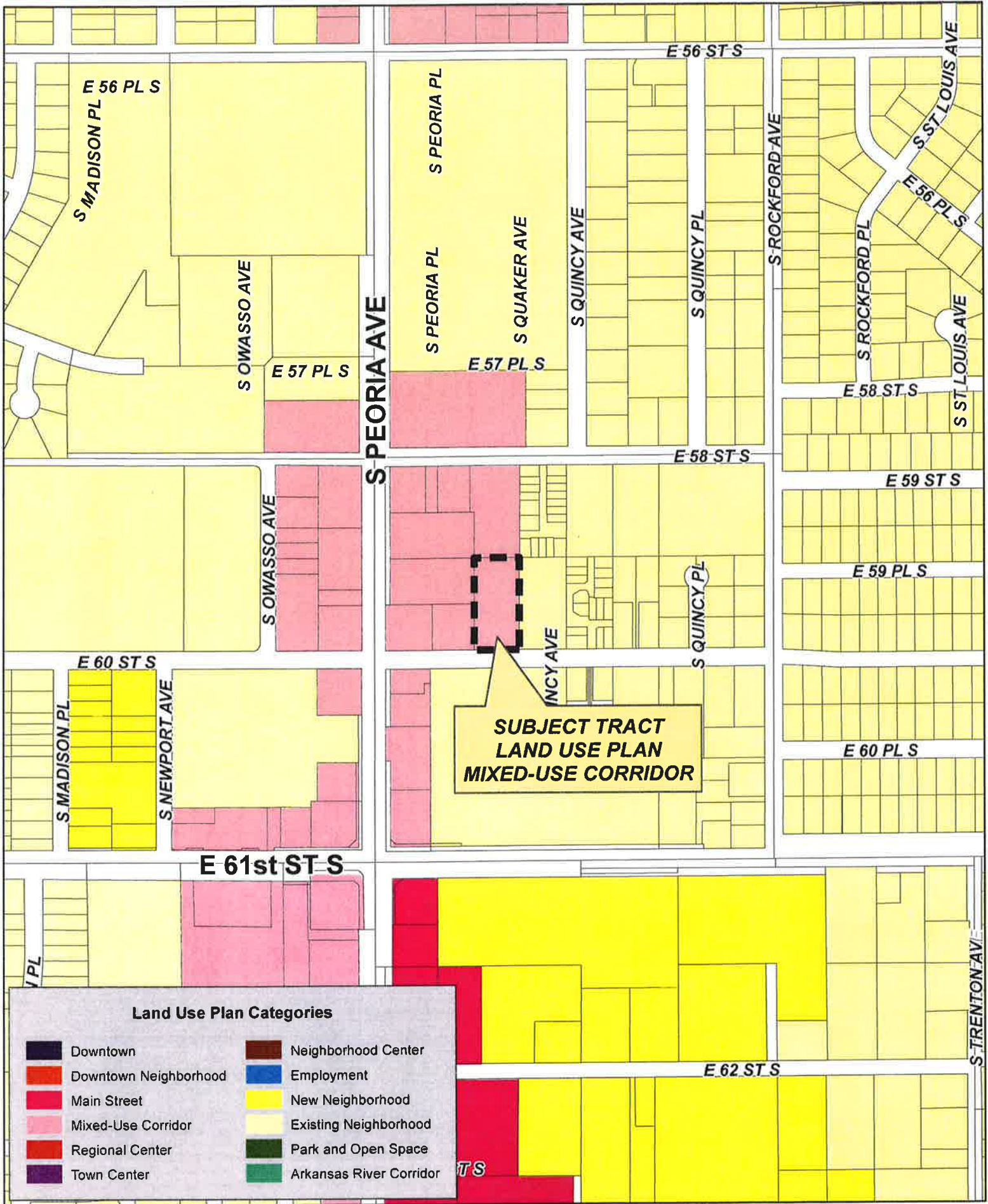
Z-7469

19-13 31

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

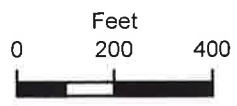


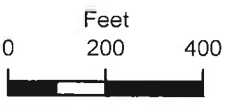
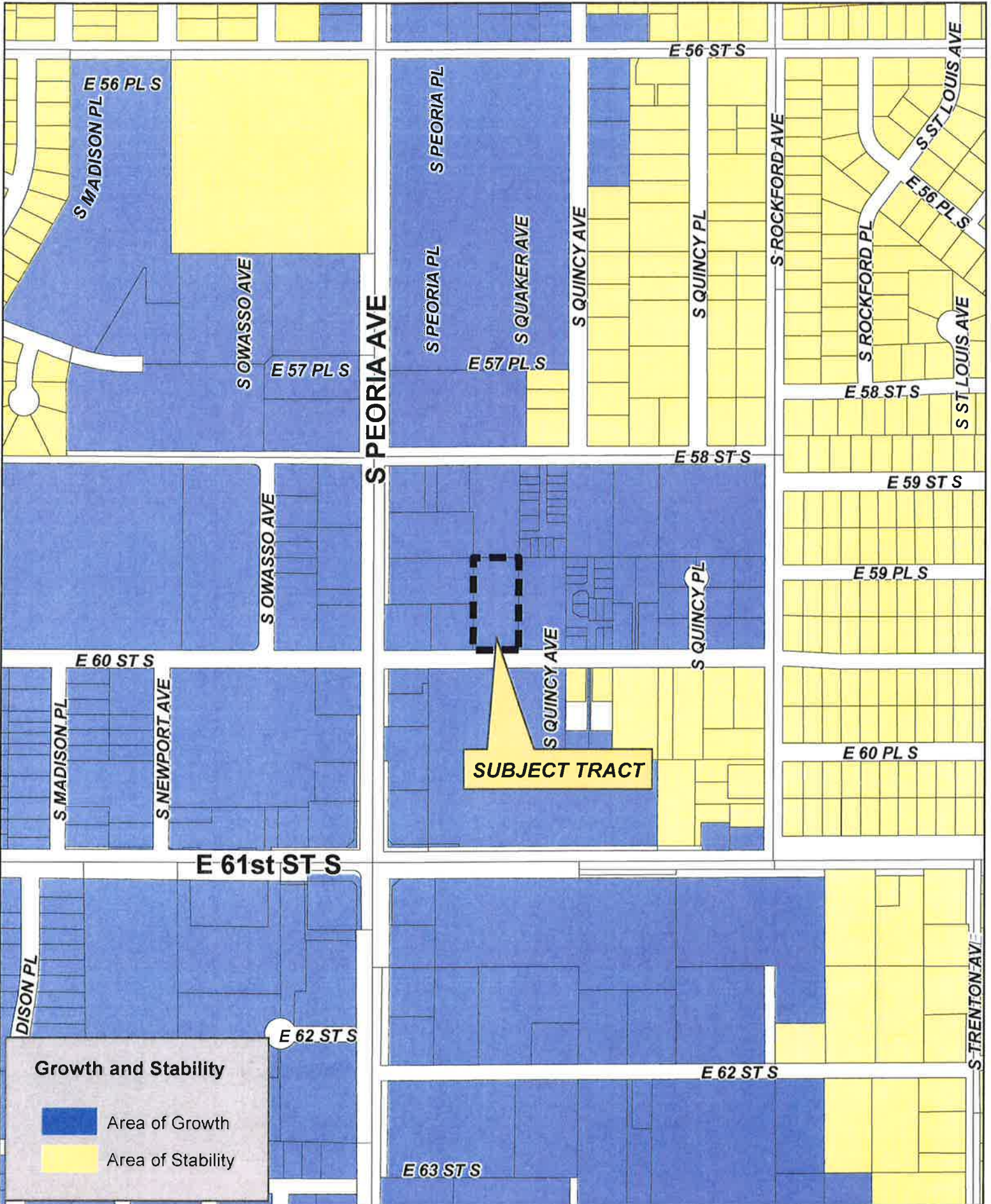


Z-7469

10.9

19-13 31





Z-7469

19-13 31



From: Owners of the Property
Application for rezoning
Property address: 1327 E. 60th St
Desired zoning: MX

As a proud Tulsa resident for 22 years, we are glad to see the steady growth and beautification of our city. With having several close friends along the Peoria/Riverside avenue between 61st and 30th and roaming the area for many years for work and pleasure, this mature and unique area in Tulsa has always left me with good memories and good interest in mind. Eventually we purchased a condo in the beautiful Swiss Riviera Condos. Through the years driving the area, fell in love with a few properties on 60th street and acquired them recently. We would like to see the area grow, beautifies, prosper and benefit the neighborhood and Tulsa. Being close to the Arkansas River, Tulsa Golf Club, Gathering Place and many development on the south and north we would like to see this area to grow with modern urban living standards. We have several plans for our lots, this one in particular. Below are few plans and flexible to adjust details as the Peoria area development begins to shape.

Plan Number One:

Ten to twelve single family, two story units, consists of figures 1 and 2.
About 1300SF OR 1700SF with 1 Car Parking and common Scooter or Bike Racks



Figure 1.

10.11



Figure 2.

Plan Number Two:

Ten to twelve single family, two story units, consists of figures 3.
About 1700SF to 2000SF with 2 Car Garage



Figure 3.

10.12

Plan Number Three:
Town homes with car garage and common play and garden area. Similar to figure 4.



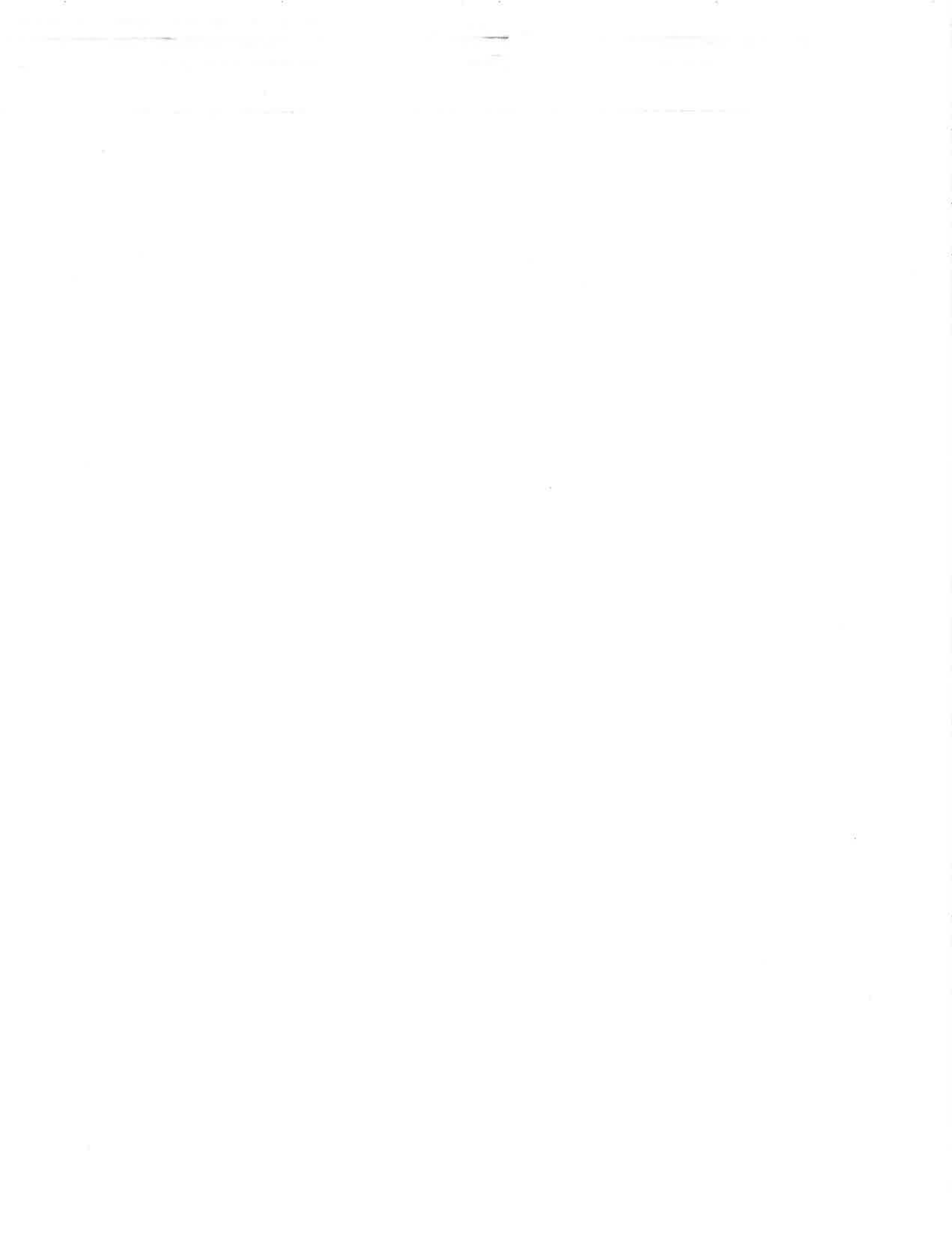
Figure 4.

Goal and Concept for development of lot Eleven (11), LESS the East Two (2) feet thereof, Southlawn Addition.

To build 10 to 12 independent or townhouse, one or two story, three bedroom, very modern mid-upper scale houses in two rows in the lot. Low energy consumption and harmony with environment will be considered in the design of the houses and development of the lot. The existing old trees will be saved as much as possible and will become part of landscaping of the lot.

The homes will be marketed toward younger Tulsans professionals or whom who like to make Tulsa their new homes.

10.13





Tulsa Metropolitan Area
Planning Commission

Case Number: CPA-79

Comprehensive Plan Amendment

(related to Z-7470 with optional development plan)

Hearing Date: February 6th, 2019

Case Report Prepared by:

Austin Chapman

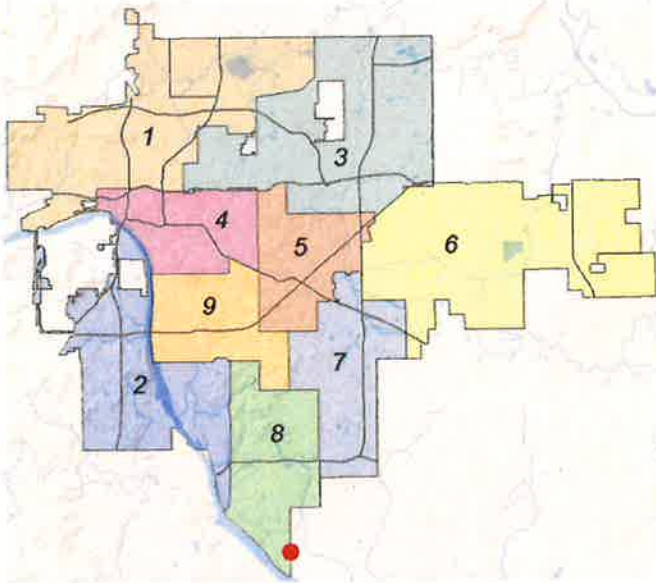
Owner and Applicant Information:

Applicant: Tanner Consulting

Property Owners: Stone Horse Development, LLC

Location Map:

(shown with City Council Districts)



Applicant Proposal:

Land Use Map change from **New Neighborhood** to **Neighborhood Center**

No change in Stability and Growth Map, property to remain **Area of Growth**

Existing Use: Vacant

Proposed Use: Neighborhood Commercial

Tract Size: ±1.1 acres

Location: North of the northwest corner of East 131st Street South & South Sheridan Road

Comprehensive Plan:

Land Use Map:

Existing: *New Neighborhood*

Proposed: *Neighborhood Center*

Stability and Growth Map:

Existing: *Area of Growth*

Proposed: *Area of Growth*

Zoning:

Existing Zoning: RS-3

Proposed Zoning: CS w/ Optional Development Plan

Staff Recommendation:

Staff recommends **approval** of the *Neighborhood Center*.

City Council District: 8

Councilor Name: Phil Lakin, Jr.

County Commission District: 1

Commissioner Name: Ron Peters

COMPREHENSIVE PLAN LAND USE MAP AMENDMENT REQUEST

North of the northwest corner of East 131st Street South & South Sheridan Road

I. PROPERTY INFORMATION AND LAND USE REQUEST

Existing Land Use: <i>New Neighborhood</i> Existing Stability and Growth designation: <i>Area of Growth</i>
Proposed Land Use: <i>Neighborhood Center</i> Proposed Stability and Growth designation: <i>Area of Growth</i>
Location: North of the northwest corner of East 131st Street South & South Sheridan Road
Size: <u>±</u> .1.1 acres

A. Background

The land use assigned for this area at the time of adoption of the 2010 Tulsa Comprehensive plan was *New Neighborhood*, with a Stability and Growth Map designation of *Area of Growth*. The site that is subject to this Comprehensive Plan amendment application is in South Tulsa. The subject property is surrounded by Residential Single-family zoning and with a mix of existing residential subdivisions and subdivisions currently under development. The property has frontage on South Sheridan Road which serves as the corporate limits boundary between the City of Tulsa and the City of Bixby.

The applicant has submitted a corresponding rezoning application (Z-7470) for the subject site. The applicant has requested to rezone from RS-3 to CS with an optional development plan. The parcel is included in the Addison Creek Subdivision that was filed 12/31/2018. The subject property is identified as a reserve area in the plat and designated by the owner for the "Addison Market, an innovative, neighborhood-oriented general store with spaces for small shops like and ice cream store, fresh produce sales, offices and neighborhood-oriented services."

11.2

B. Existing Land Use and Growth Designations (Tulsa Comprehensive Plan)

When the Tulsa Comprehensive Plan was developed and adopted in 2010 the subject tract was designated as an *Area of Growth*:

“The purpose of **Areas of Growth** is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

A *New Neighborhood* land use designation was assigned for the area subject at the time of the adoption of the Tulsa Comprehensive Plan in 2010:

“The **New Neighborhood** category is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single- family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity and shall be paired with an existing or new Neighborhood or Town Center.”

C. Proposed Land Use Designations (Tulsa Comprehensive Plan)

The applicant is proposing a *Neighborhood Center* land use designation and to maintain the *Area of Growth* designation on the subject site.

“**Neighborhood Centers** are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can

include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.”

D. Zoning and Surrounding Uses:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Area of Growth	Existing Use
North	RS-3/PUD-828	<i>New Neighborhood</i>	<i>Area of Growth</i>	New Residential Subdivision (The Enclave at the River)
South	RS-3	<i>New Neighborhood</i>	<i>Area of Growth</i>	New Residential subdivision (Addison Creek)
East (City of Bixby)	RS-4	<i>N/A</i>	<i>N/A</i>	Existing Residential Subdivision (Seven Lakes City of Bixby)
West	RS-3	<i>New Neighborhood</i>	<i>Area of Growth</i>	New Residential Subdivision (Addison Creek)

E. Applicant’s Justification:

As part of the amendment application, the applicant is asked to justify their amendment request. Specifically, they are asked to provide a written justification to address:

1. How conditions on the subject site have changed, as well as those on adjacent properties and immediate area;
2. How changes have impacted the subject site to warrant the proposed amendment; and;
3. How the proposed change will enhance the surrounding area and the City of Tulsa.

The applicant provided the following justification as part of their application:

1. *Since PlaniTulsa plan was adopted in 2010, over 250 acres of development has either been constructed or is in the development stages located in both Tulsa and Bixby South of 121st Street South along the South Sheridan Corridor. The need for restricted services associated with single-family use has increased.*
2. *In order to capitalize on walking trails and the requirement for internal connection of neighborhoods, reasons to walk must be established which both meet the need for*

local conveniences and recreation. Walking for the sake of walking is not enough incentive to get residents out of the houses. By establishing points of interest and destinations along pedestrian trails, residents will be encouraged to lessen demand on driving.

3. *The change in the Comprehensive Plan will allow rezoning (and Optional Development Plan) for the creation of a local destination and point of interest. Residents will have the opportunity to participate in increased recreational opportunities and take advantage of highly restricted conveniences services.*

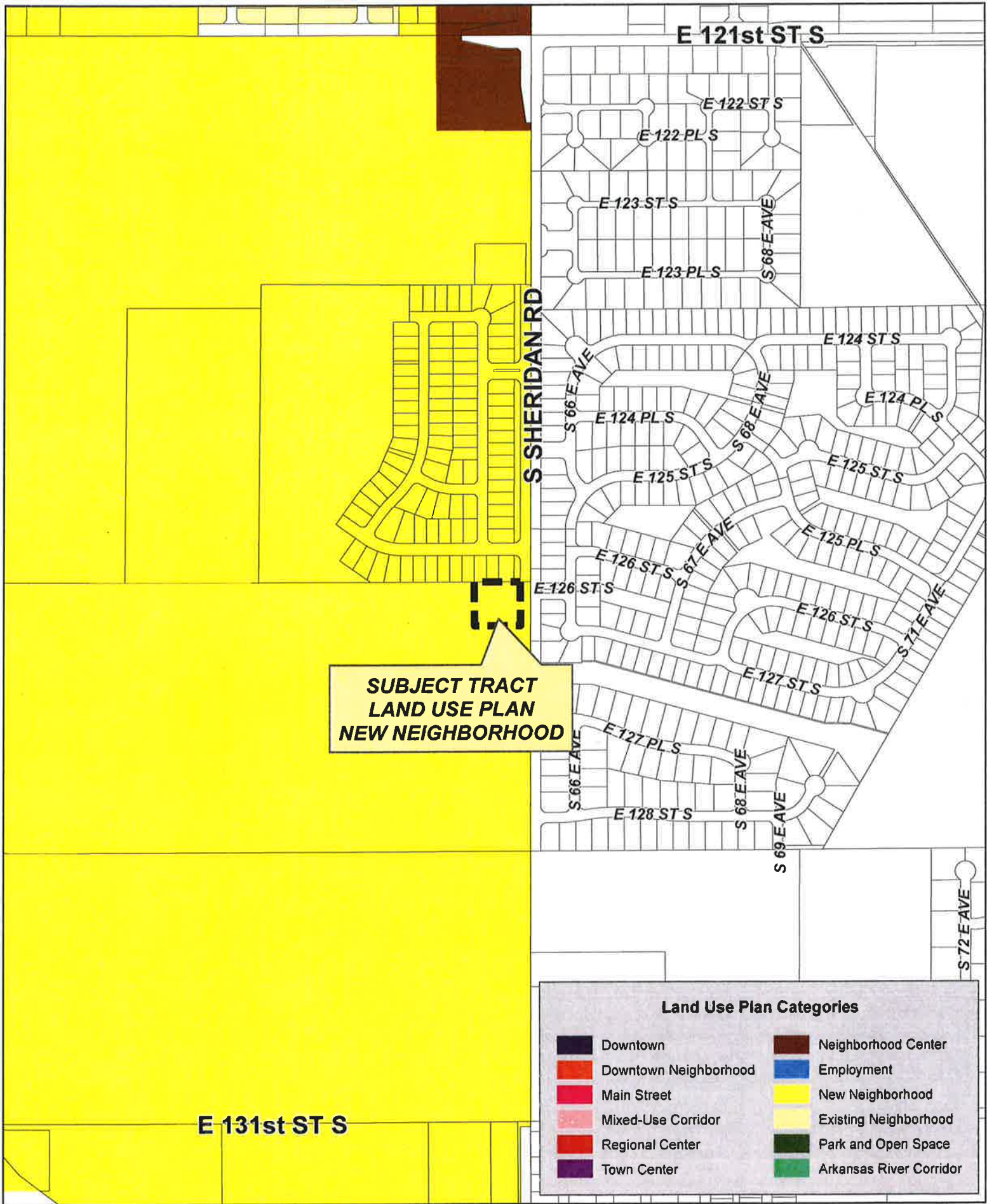
F. Staff Summary:

The applicant is proposing a Neighborhood Center Land Use designation and to maintain the *Area of Growth* designation on the site. The proposed land use designation will be the first introduction of the Neighborhood Center Designation into the Area and because of that staff has recommended the introduction of a development plan with the associated rezoning. The applicant is proposing Commercial-Shopping (CS) Zoning with an optional development plan that will restrict high intensity uses and allow for uses to primarily serve surrounding neighborhoods. In conjunction with the rezoning staff feels like the proposed Land Use designation will serve as accessory to the existing residential subdivision and encourage a more walkable and dynamic neighborhood that is consistent with the primary goals of the Tulsa Comprehensive Plan.

One of the findings in the comprehensive plan is continued support for both the development of single family neighborhoods and support for neighborhood grocery stores, parks, schools, and other amenities within a short drive, walk, or bike ride from home. The comprehensive plan describes neighborhoods that blend these amenities as complete neighborhoods. The current conditions of the surrounding area are previously undeveloped property that are quickly transitioning into single family residential subdivisions.

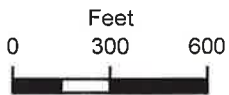
II. STAFF RECOMMENDATION

Staff recommends approval of the ***Neighborhood Center*** land use designations as submitted by the applicant.



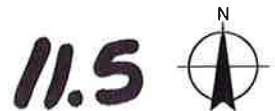
**SUBJECT TRACT
LAND USE PLAN
NEW NEIGHBORHOOD**

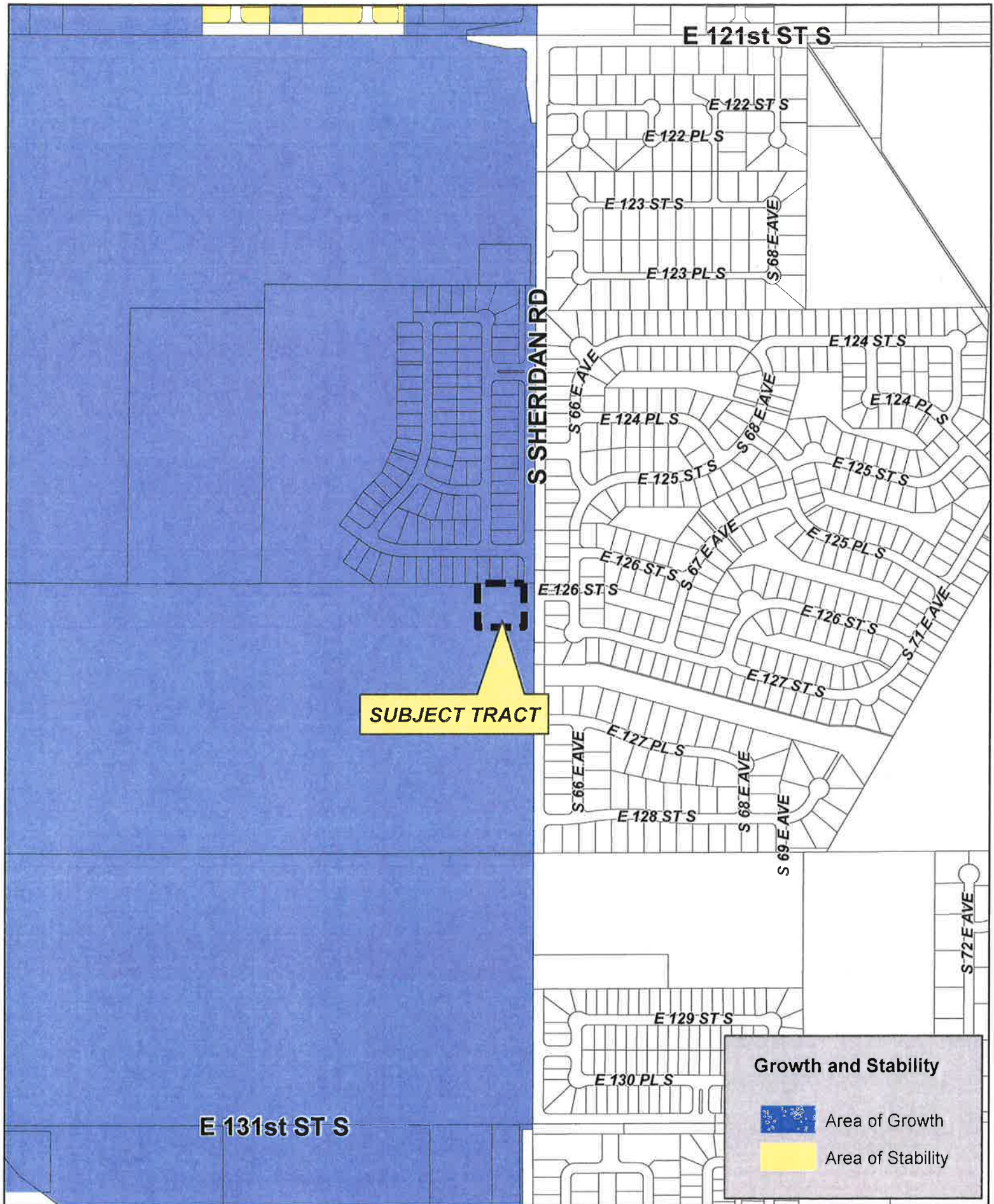
Land Use Plan Categories			
	Downtown		Neighborhood Center
	Downtown Neighborhood		Employment
	Main Street		New Neighborhood
	Mixed-Use Corridor		Existing Neighborhood
	Regional Center		Park and Open Space
	Town Center		Arkansas River Corridor



CPA-79

17-13 03

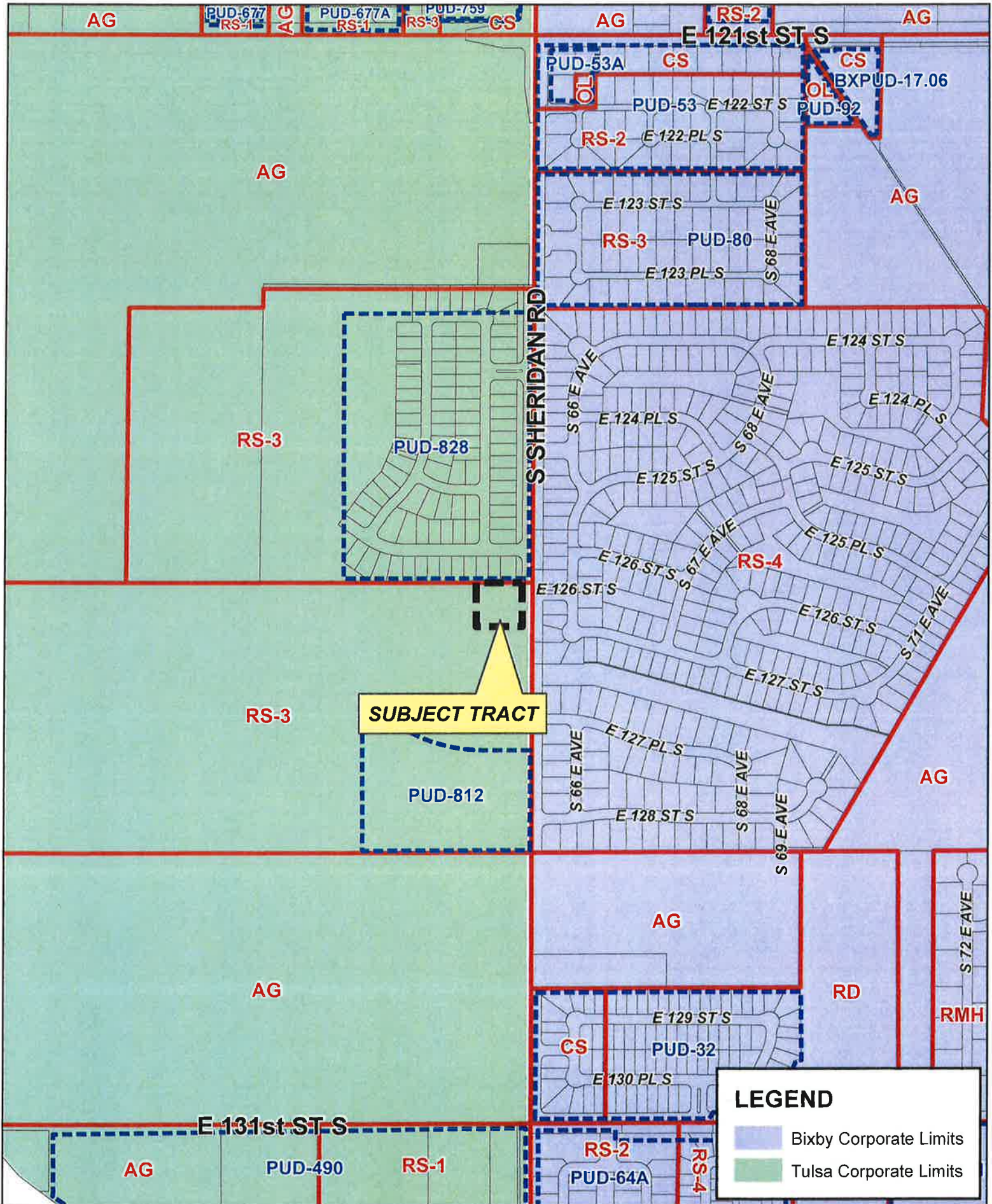




CPA-79

17-13 03





LEGEND

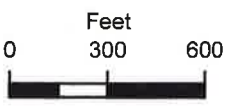
- Bixby Corporate Limits
- Tulsa Corporate Limits



CPA-79

17-13 03





 Subject Tract

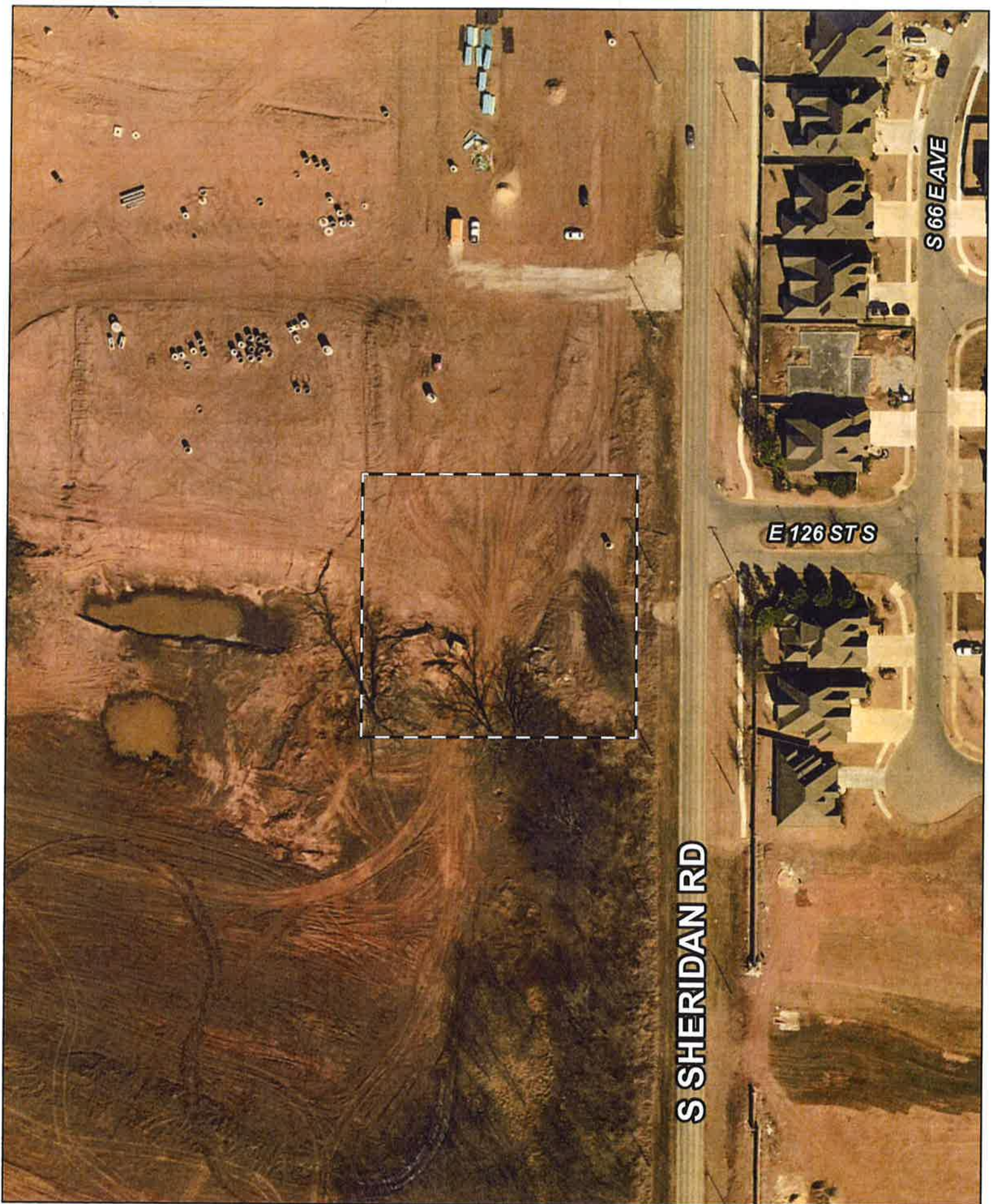
CPA-79

17-13 03

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

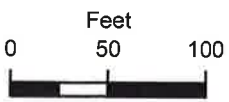




S 66 EAVE

E 126 ST S

S SHERIDAN RD



Subject Tract

CPA-79

17-13 03

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7470

With optional development plan
Related to CPA-79

Hearing Date: February 6, 2019

Case Report Prepared by:

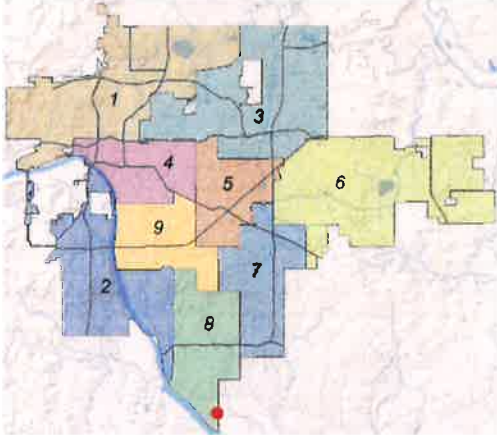
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Ricky Jones

Property Owner: STONE HORSE DEVELOPMENT
LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: Mixed Use

Concept summary: Rezoning to allow home owners
association owned commercial building that could
allow retail, office, food truck operations or a
farmers market

Tract Size: 1.1 ± acres

Location: N. of NW/c of E. 131st St. S. &
S. Sheridan Rd.

Zoning:

Existing Zoning: RS-3

Proposed Zoning: CS with optional
development plan

Comprehensive Plan:

Land Use Map: New Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

**Staff recommends approval of Z-7470 with the
concurrent request for a comprehensive plan
amendment.**

Staff Data:

TRS: 7303

CZM: 62

Atlas: n/a

City Council District: 8

Councilor Name: Phil Lakin, Jr.

County Commission District: 3

Commissioner Name: Ron Peters

12.1

SECTION I: Z-7470

APPLICANTS DEVELOPMENT CONCEPT: The Addison Creek Market is intended to provide a neighborhood commercial and recreational amenity for residents for both Tulsa and Bixby. The market will act as a neighborhood meeting / gathering place and provide very limited neighborhood commercial services. The intent of The Market is not to provide a full commercial center but rather to create a community hub to recreate as a walk/bike assessible area where neighborhood residents can not only enjoy recreational activities but take advantage of very limited commercial services. The location of the Market is designed to provide both convenient pedestrian type access and buffer surrounding residential.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:

DETAILED STAFF RECOMMENDATION:

Z-7470 requesting CS zoning is not consistent with the new neighborhood land use designation. The concurrent request for a land use change to a Neighborhood Center would remove that conflict. CS zoning with an optional development plan (after approval of the land use plan) could help integrate a small neighborhood store or offices into this neighborhood and,

CS zoning with the optional development plan that limits uses and provides some design standards that are considered non-injurious to the surrounding property owners and,

CS zoning with the optional development plan is not consistent with the normal expected development pattern in the area and,

The large reserve area created for the surrounding subdivision provides a unique opportunity to integrate a neighborhood scale small development that could help add a unique character that is not found elsewhere in the Tulsa market therefore,

Staff recommends Approval of Z-7470 to rezone property from RS-3,RS-3,AG/ to CS but only with the optional development plan standards outlined in Section II and only if the comprehensive plan amendment is also approved.

SECTION II: OPTIONAL DEVELOPMENT PLAN STANDARDS:

Z-7470 with the optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in a CS zoning district and its supplemental regulations except as further refined below. All uses categories subcategories or specific uses outside the permitted uses defined below are prohibited.

Permitted Use Categories

- A) Public, Civic and Institutional Use Category
 - a. Parks and Recreation but limited to a privately owned and maintained park
- B) Commercial Use Category:

12.2

- a. Convenience Goods specific use but further limited so that no restaurant use containing a commercial kitchen shall be permitted. No fuel sales are allowed no alcohol is allowed.
- b. Business or professional office. Medical, dental or health practitioner offices are prohibited
- c. Assembly and Entertainment but limited to a food truck court. Food trucks shall not be powered by gas generators. Electrical connections will be provided for each food truck space.

C) Agricultural

- a. Farm, Market or Community Supported garden.

Building Regulations

Maximum Floor area: 6,000 square feet
 Maximum Building Height: 35 feet (measured from the finished floor elevation and includes any architectural element)

Hours of operation:

The building shall not be open before 6:30 am or later than 9:00pm except that special events may be allowed not more than 4 times per month and shall not extend past 11:00 pm.

Parking Regulations

Vehicular parking shall not be placed within 25 feet of any residential lot.
 Parking shall conform to the parking standards outline in the Tulsa zoning code.

Signs:

Signage shall be limited to one ground monument style sign
 Maximum display surface area shall not exceed 32 square feet.
 Dynamic display is prohibited.
 Ground signage may not be greater than 8 feet tall.

Lighting:

Lighting shall be designed and installed that is compatible with both the proposed use and surrounding uses. A photometric plan shall be submitted and approved to the TMAPC staff prior to with detailed site plan approval. In no case shall the light spillover exceed that as permitted in the Tulsa Zoning Code. No light fixture will be greater than 16 feet tall as measured from the light emitting element and the ground directly below the light.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The proposed use is consistent with the proposed land use map change with the concurrent comprehensive plan amendment

Land Use Vision:

Current Land Use Plan map designation: New Neighborhood

The New Neighborhood category is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single- family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity and shall be paired with an existing or new Neighborhood or Town Center.”

Proposed Land Use Plan map designation: Neighborhood Center (refer to CPA-79)

“Neighborhood Centers are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.”

Areas of Stability and Growth designation: Area of Growth

“The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop. Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: Connection to the trail system along the Arkansas River should be part of the pedestrian connectivity considerations.

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS: None

Staff Summary: The site is part of a reserve area for The Enclave at Addison Creek and is abutting South Sheridan avenue and a stormwater detention facility that will also be used as a recreational area for the subdivision. The surrounding property is all being developed and this would be integrated into the home owners association for management.

Environmental Considerations: None that affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Sheridan Ave.	Secondary Arterial	100 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Area of Growth	Existing Use
North	RS-3/PUD-828	New Neighborhood	Area of Growth	New Residential Subdivision (The Enclave at the River)
South	RS-3	New Neighborhood	Area of Growth	New Residential subdivision (Addison Creek)
East (City of Bixby)	RS-4	N/A	N/A	Existing Residential Subdivision (Seven Lakes City of Bixby)
West	RS-3	New Neighborhood	Area of Growth	New Residential Subdivision (Addison Creek)

SECTION IV: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 23086 dated April 16, 2014, established zoning for the subject property.

Subject Property:

Z-7257 April 2014: All concurred in **approval** of a request for *rezoning* an 80± acre tract of land from AG to RS-3 for residential single-family development, on property located north of the northwest corner of E. 131st St. and S. Sheridan Rd. (Ordinance number 23086 dated April 16, 2014 amended Ordinance 11838 dated June 26, 1970)

BOA-12274 November 1982: The Board **approved** a *special exception* to allow a mobile home in an AG zoned district and a *variance* to allow two dwelling units on one lot of record located on an 80± acre tract of land, on property located north of the northwest corner of East 131st Street South and South Sheridan

Surrounding Property:

Z-7337 May 2016: All concurred in **approval** of a request for *rezoning* a 33± acre tract of land from AG to RS-3 for single-family residential development, on property located south of the southwest corner of East 121st Street South and South Sheridan Road.

PUD-828/Z-7295 March 2015: All concurred in **approval** of a proposed *Planned Unit Development* on a 30± acre tract of land for single-family residential subdivision and **approval** of a request for *rezoning* from AG to RS-3 on property located south of the southwest corner of East 121st Street South and South Sheridan Road.

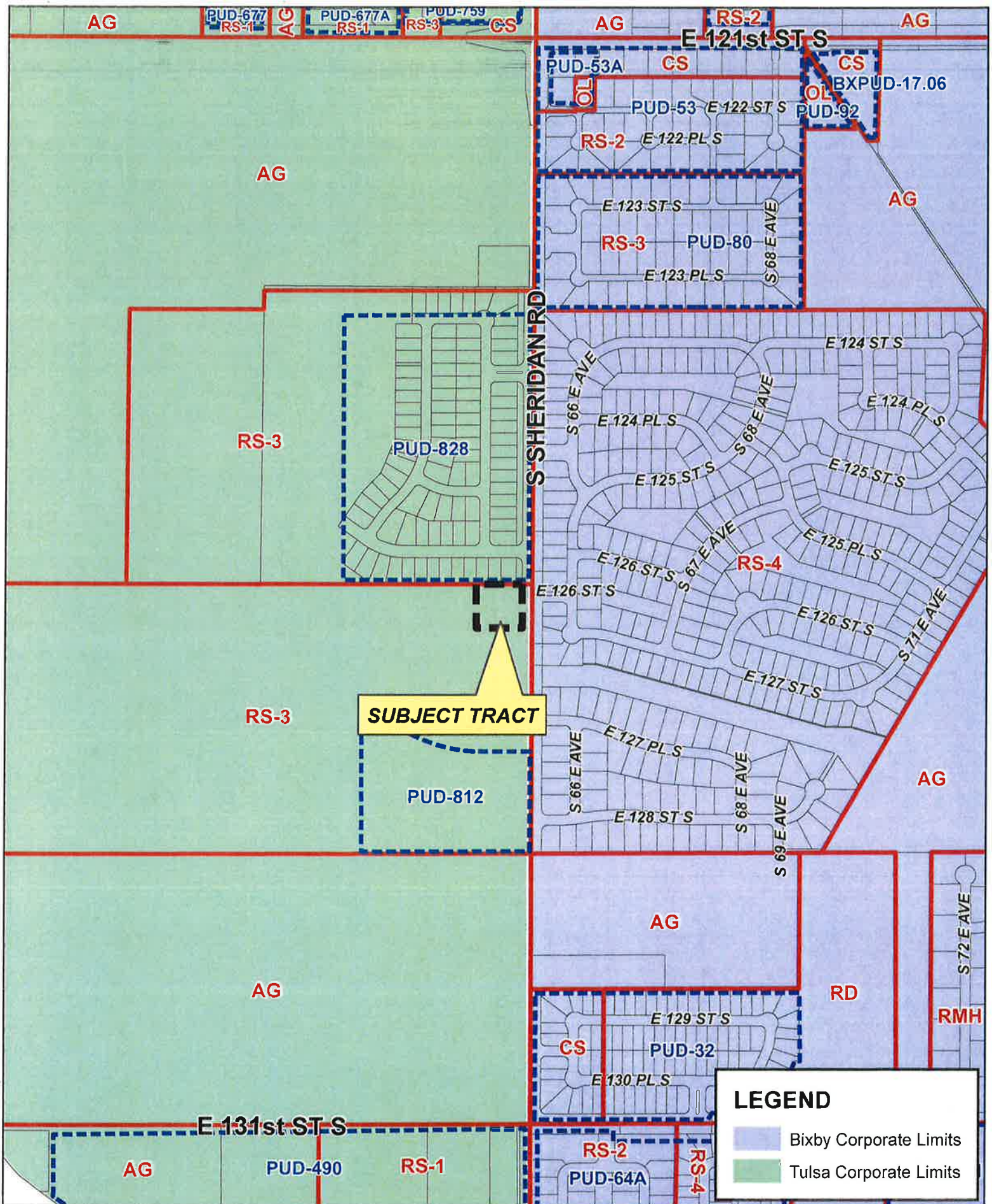
PUD-812 July 2014: All concurred in **approval** of a proposed *Planned Unit Development* on a 10± acre tract of land for residential single-family development, on property located north of northwest corner of E. 131st St. and S. Sheridan Rd.

PUD-803/Z-7243 January 2014: All concurred in **approval** of a proposed *Planned Unit Development* on a 122± acre tract of land for single-family residential development and approval of a request for rezoning from AG to RS-3, on property located west of the southwest corner of East 121st Street South and South Sheridan Road.

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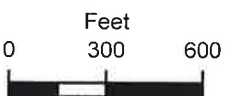
REVISED 1/30/2019



SUBJECT TRACT

LEGEND

- Bixby Corporate Limits
- Tulsa Corporate Limits



17-13 03

Z-7470
with Optional
Development Plan

12.7





E 131st ST S

S SHERIDAN RD

E 121st ST S

E 122 ST S

E 122 PL S

E 123 ST S

E 123 PL S

S 68 E AVE

S 66 E AVE

E 124 PL S

E 124 ST S

E 124 PL S

E 125 ST S

E 125 ST S

E 125 PL S

E 126 ST S

E 126 ST S

E 126 ST S

E 127 ST S

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S 66 E AVE

S 68 E AVE

S 69 E AVE

E 128 ST S

S 72 E AVE

E 129 ST S

E 130 PL S



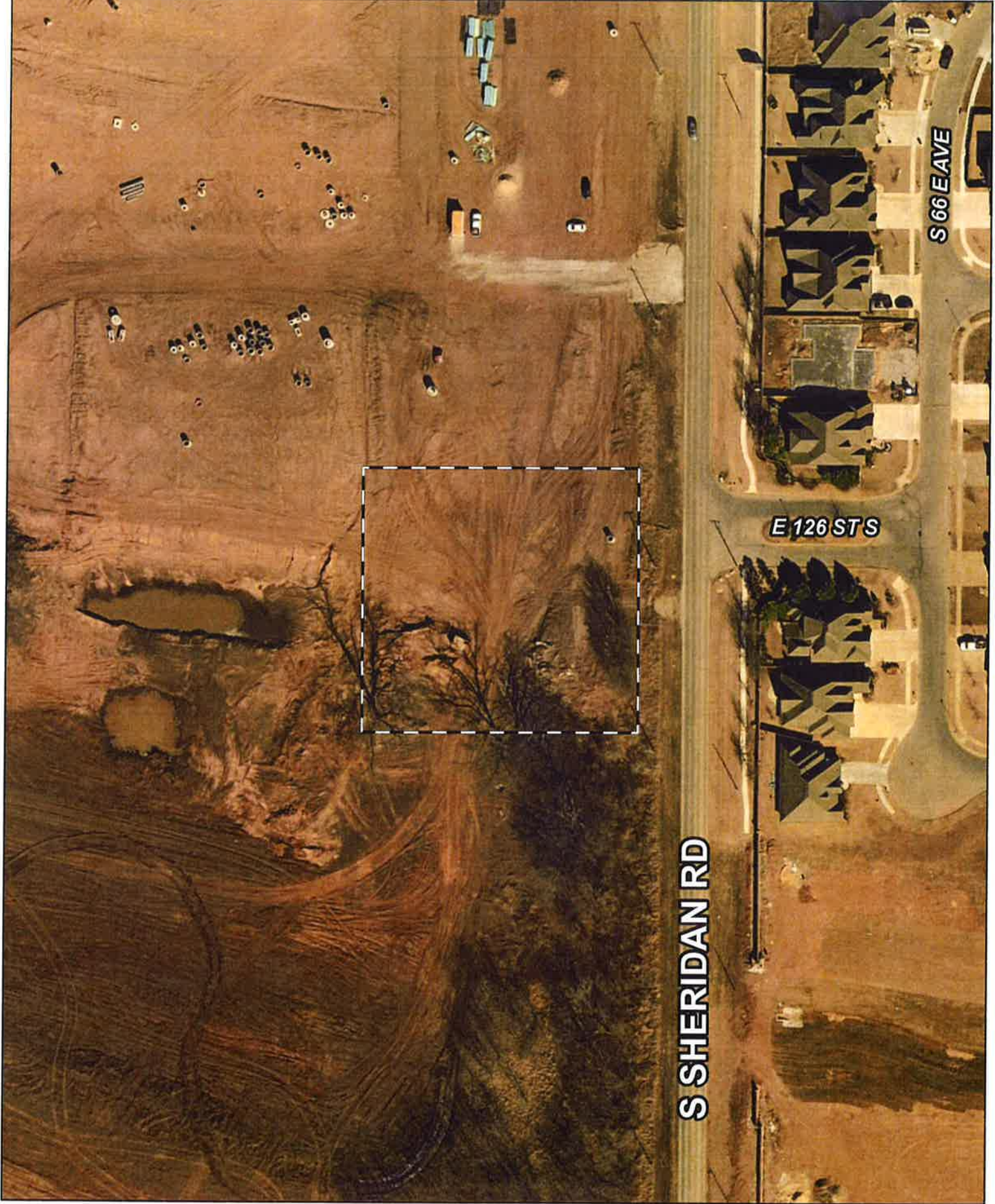
17-13 03

Z-7470
with Optional
Development Plan

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





S 66 E AVE

E 126 STS

S SHERIDAN RD



 Subject Tract

17-13 03

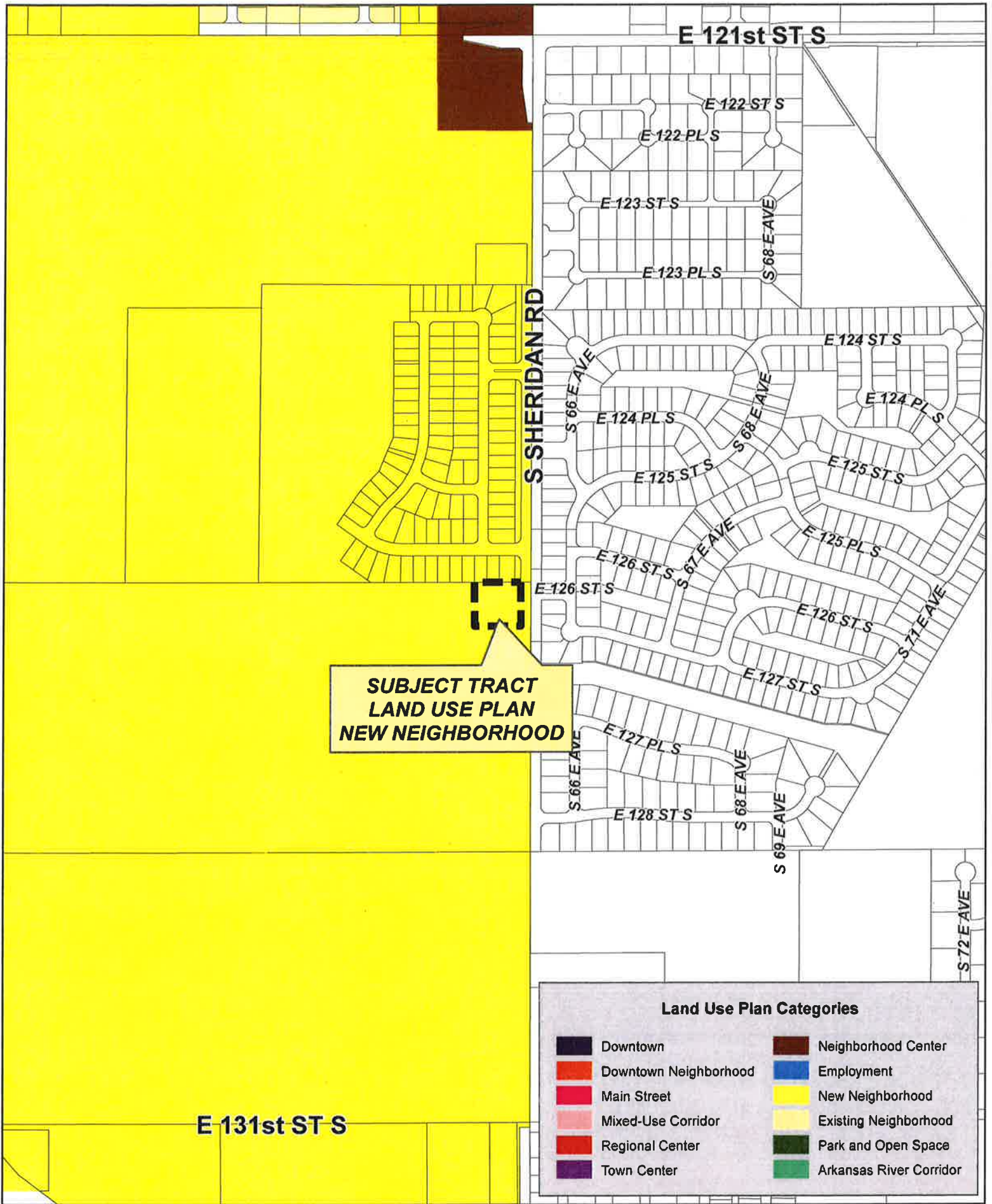
Z-7470
with Optional
Development Plan

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



129



**SUBJECT TRACT
LAND USE PLAN
NEW NEIGHBORHOOD**

Land Use Plan Categories			
	Downtown		Neighborhood Center
	Downtown Neighborhood		Employment
	Main Street		New Neighborhood
	Mixed-Use Corridor		Existing Neighborhood
	Regional Center		Park and Open Space
	Town Center		Arkansas River Corridor

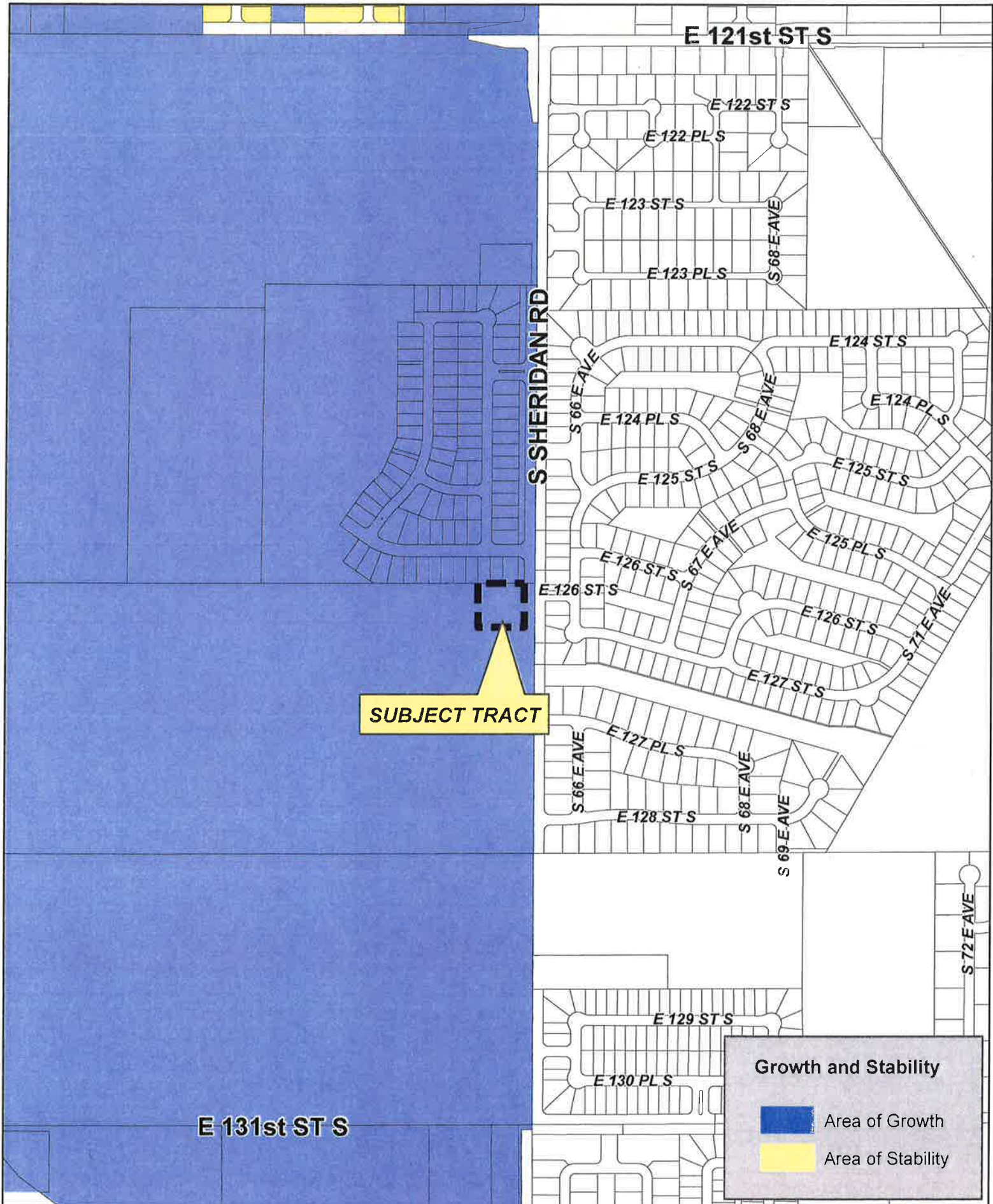


17-13 03

**Z-7470
with Optional
Development Plan**

12.10

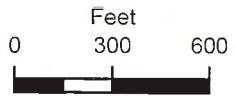




SUBJECT TRACT

Growth and Stability

- Area of Growth
- Area of Stability



17-13 03

Z-7470
with Optional
Development Plan

12.11





Tulsa Metropolitan Area
Planning Commission

Case Number: CZ-482
(Related to Case PUD-852)

Hearing Date: February 6, 2019

Case Report Prepared by:

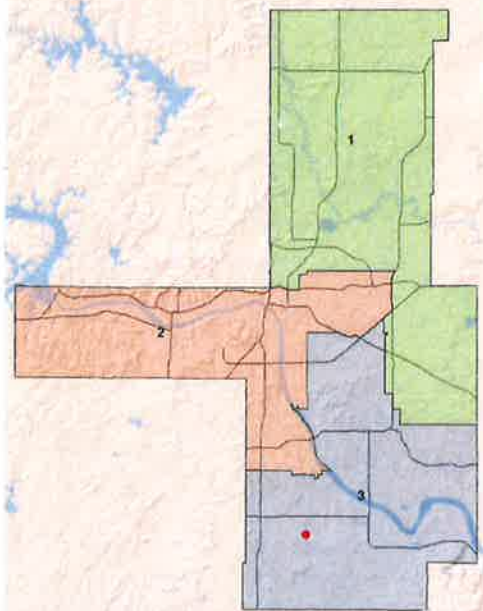
Jay Hoyt

Owner and Applicant Information:

Applicant: Tim Terral

Property Owner: Hollinger Enterprises, LLC

Location Map:
(shown with County Commission Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: Single-Family Subdivision

Concept summary: Rezone from AG to RE/PUD-852 to permit a single-family subdivision.

Tract Size: 10 ± acres

Location: S. of the SW/c of E. 161st St. S. & S. Lewis Ave.

Zoning:

Existing Zoning: AG

Proposed Zoning: RE/PUD-852

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 7330

CZM: 66

Atlas: N/A

County Commission District: 3

Commissioner Name: Ron Peters

13.1

SECTION I: CZ-482

DEVELOPMENT CONCEPT: Rezone from AG to RE/PUD-852 to permit a single-family subdivision, Vintage Estates. The development is intended to follow the recommendations of the RE district, with the exceptions noted in the proposed Development Standards of proposed PUD-852.

EXHIBITS:

INCOG Case map
INCOG Aerial
INCOG Aerial (enlarged)

DETAILED STAFF RECOMMENDATION:

RE zoning is non injurious to the existing proximate properties and;

RE zoning is consistent with the anticipated future development pattern of the surrounding property;

RE zoning is consistent with the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case CZ-482 to rezone property from AG to RE.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The City of Glenpool Comprehensive Plan Map designates this site as Rural/Unincorporated.

Land Use Vision:

Land Use Plan map designation: N/A

Areas of Stability and Growth designation: N/A

Transportation Vision:

Major Street and Highway Plan: South Lewis Ave is designated as a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently forested land and contains a single-family dwelling and associated accessory buildings

13.2

Environmental Considerations: The site is characterized by significantly sloping terrain.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
S Lewis Ave	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water available. Each lot will be served by an aerobic system for sanitary sewer.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning</u>	<u>Existing Land Use Designation</u>	<u>Area of Stability or Growth</u>	<u>Existing Use</u>
North	AG	N/A	N/A	Single-Family
South	AG	N/A	N/A	Single-Family
East	AG	N/A	N/A	Single-Family
West	AG	N/A	N/A	Single-Family/Agricultural

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 98254 dated September 15, 1980, established zoning for the subject property.

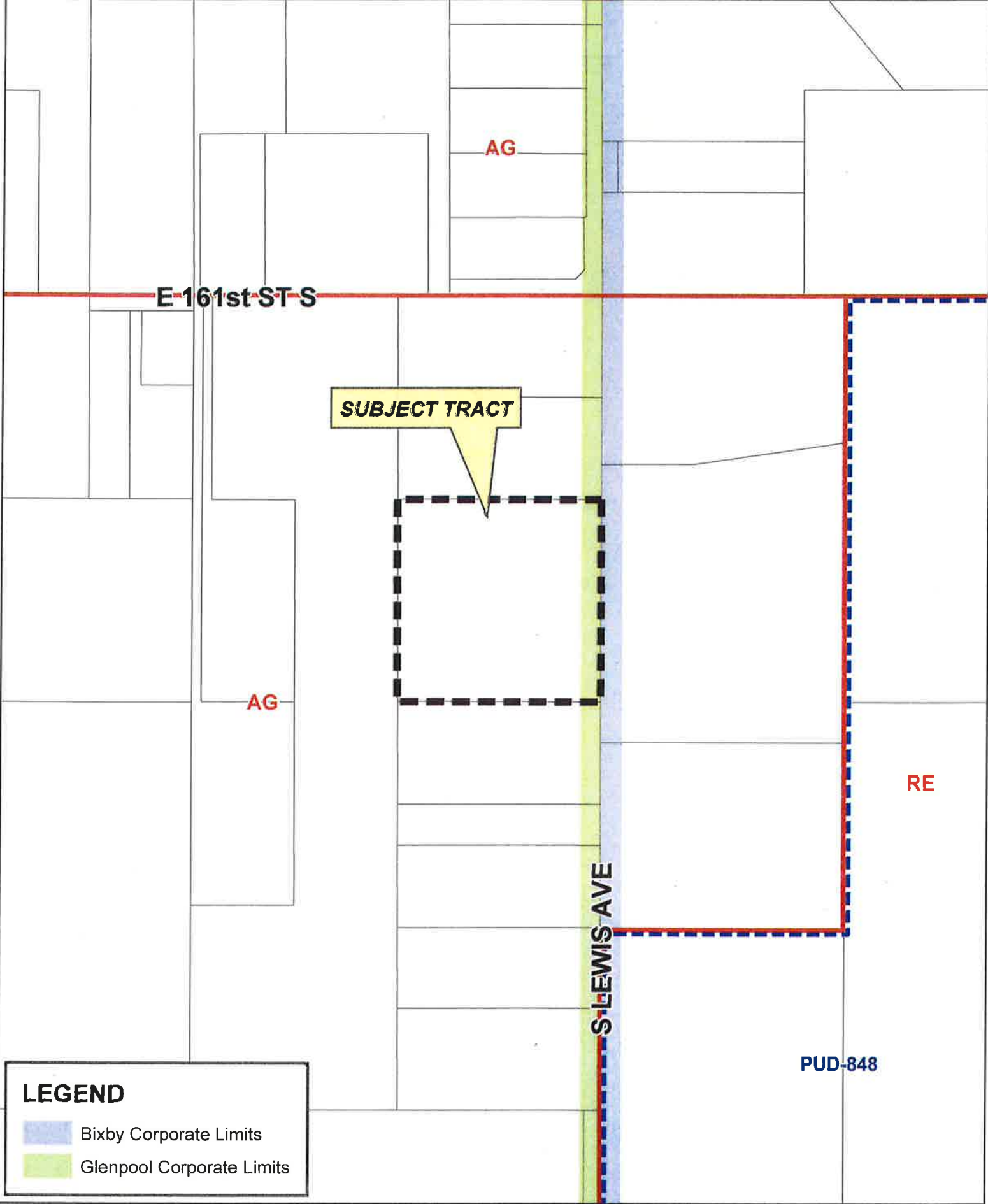
Subject Property: No relevant history

Surrounding Property:



PUD-848/CZ-474 September 2018: All concurred in **approval** of a proposed *Planned Unit Development* on a 272± acre tract of land for a residential subdivision and **approval** of a request for *rezoning* from AG to RE on property located south and east of the southeast corner of East 161st Street South and South Lewis Avenue.

2/6/2019 1:30 PM

13.3



LEGEND

-  Bixby Corporate Limits
-  Glenpool Corporate Limits



**CZ-482/
PUD-852**
17-13 30

13.4 

E 161st ST S

S LEWIS AVE



Subject Tract

**CZ-482/
PUD-852**
17-13 30

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





S LEWIS AVE



*Subject
Tract*

**CZ-482/
PUD-852**

17-13 30

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

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Tulsa Metropolitan Area
Planning Commission

Case Number: PUD-852
(Related to Case CZ-482)

Hearing Date: February 6, 2019 1:30 PM

Case Report Prepared by:

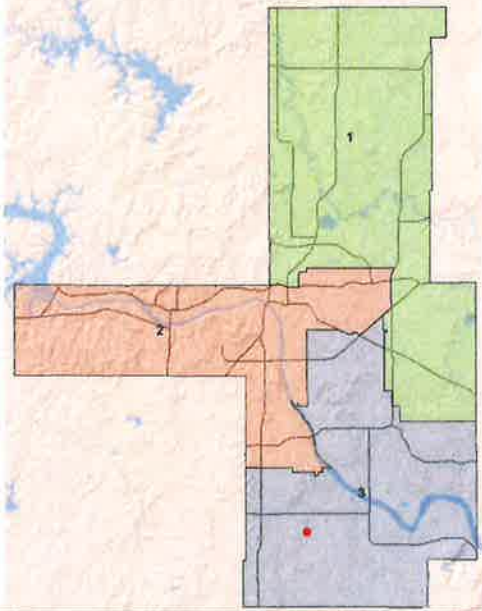
Jay Hoyt

Owner and Applicant Information:

Applicant: Tim Terral

Property Owner: Hollinger Enterprises, LLC

Location Map:
(shown with County Commission Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: Single-family subdivision

Concept summary: Rezone from AG to RE/PUD-852 to permit a residential single-family subdivision.

Tract Size: 10 ± acres

Location: S. of the SW/c of E. 161st St. S. & S. Lewis Ave.

Zoning:

Existing Zoning: AG

Proposed Zoning: PUD-852, RE

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 7330

CZM: 66

Atlas:

County Commission District: 3

Commissioner Name: Ron Peters

14.1

SECTION I: PUD-852

DEVELOPMENT CONCEPT: Rezone from AG to RE/PUD-852 to permit a single-family subdivision, Vintage Estates. The development is intended to follow the recommendations of the RE district, with the exceptions noted in the proposed Development Standards of the PUD.

EXHIBITS:

- INCOG Case map
- INCOG Aerial
- INCOG Aerial (enlarged)
- Applicant Exhibits:
 - Vintage Estates Concept and Exhibits

DETAILED STAFF RECOMMENDATION:

PUD-852 is non injurious to the existing proximate properties and;
PUD-852 is consistent with the anticipated future development pattern of the surrounding property;
PUD-852 is consistent with the PUD chapter of the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case PUD-852 to rezone property from AG to RE/PUD-852.

DEVELOPMENT STANDARDS:

Permitted Uses:	Uses permitted by right in the RE Zoning District.
Minimum Lot Size:	22,500 sq. ft./0.50 Acres
Minimum Average Lot Width:	120 feet
Minimum Building Setbacks:	
- Front	35 feet
- Rear Yard	25 feet
- Side Yard	5 feet/10 feet
- Side Yard Abutting a Private Street	30 feet
Maximum Building Height:	45 feet*
Accessory Buildings	35 feet

Other Bulk and Area Requirements as established in the RE Zoning District.

* Architectural decorative features such as chimneys and cupolas, may extend to a maximum height of 45 feet. However, no habitable portion of any dwelling may exceed the 35 foot height limitation.

OPEN SPACE: Open space will be provided in accordance with the Tulsa County Zoning Code.

LOT SPLITS AND LOT COMBINATIONS: Prior to the issuance of lot splits and lot combinations applicant shall provide written approval of the Architectural Committee. Lots may be split or combined

14.2

so that dwelling units may include multiple lots, or portions of lots, in order to allow a building to be built over lot lines, but does not allow for the building to encroach into a platted utility easement.

HOMEOWNERS' ASSOCIATION: The VINTAGE ESTATES Homeowners' Association, to be established, will have as its main objective, the maintenance of the private street system, landscaped entryways, and reserve/open space areas. Membership in the VINTAGE ESTATES Homeowners' Association will be mandatory for all lot owners. Final documents for the Vintage Estates Homeowners' Association will be included in the Deed of Dedication and Restrictive Covenants and will be on file in the Tulsa County Clerk's office, along with the Final Plat, and will include the maintenance agreement and other specific rights and requirements for association members.

SITE PLAN REVIEW: For the purposes of site plan review, the final subdivision plat of Vintage Estates shall serve as the required detailed site plan.

PLATTING REQUIREMENT: No building permit will be issued until the PUD site has been included within a subdivision plat submitted to and approved by the Tulsa Metropolitan Area Planning Commission and the Tulsa County Commission, and duly filed of record. The required subdivision plat will include covenants of record implementing the development standards of the approved PUD and the Tulsa County shall be a beneficiary thereof.

EXPECTED SCHEDULE OF DEVELOPMENT: Development of the project is expected to commence after final approval of the PUD and platting of the property.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The City of Glenpool Comprehensive Plan Map designates this site as Rural/Unincorporated.

Land Use Vision:

Land Use Plan map designation: N/A

Areas of Stability and Growth designation: N/A

Transportation Vision:

Major Street and Highway Plan: South Lewis Ave is designated as a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently forested land and contains a single-family dwelling and associated accessory buildings

14.3

Environmental Considerations: The site is characterized by significantly sloping terrain.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S Lewis Ave	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water available. Each lot will be served by an aerobic system for sanitary sewer.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG	N/A	N/A	Single-Family
South	AG	N/A	N/A	Single-Family
East	AG	N/A	N/A	Single-Family
West	AG	N/A	N/A	Single-Family/Agricultural

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 98254 dated September 15, 1980, established zoning for the subject property.

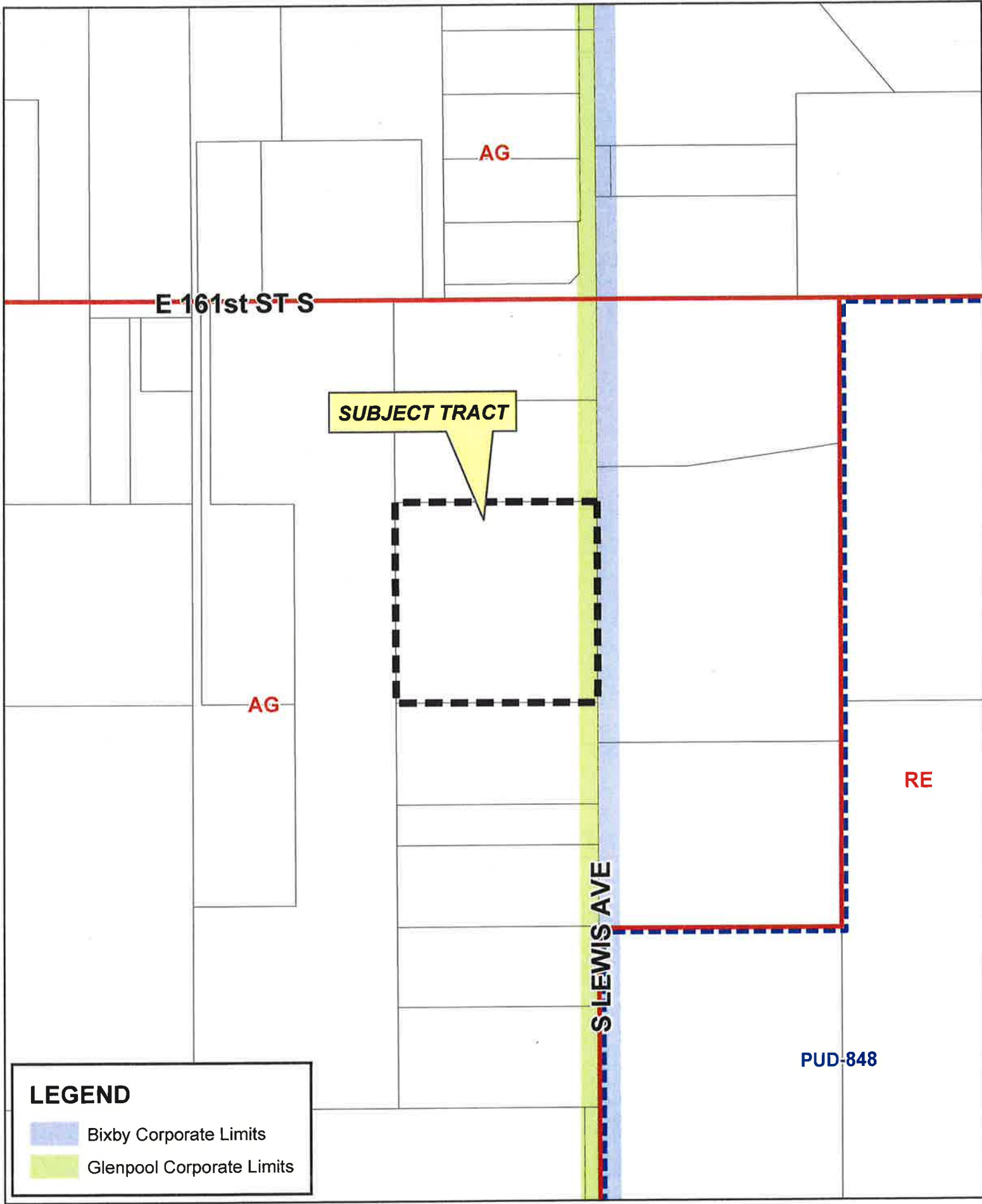
Subject Property: No relevant history

Surrounding Property:



PUD-848/CZ-474 September 2018: All concurred in **approval** of a proposed *Planned Unit Development* on a 272+ acre tract of land for a residential subdivision and **approval** of a request for *rezoning* from AG to RE on property located south and east of the southeast corner of East 161st Street South and South Lewis Avenue.

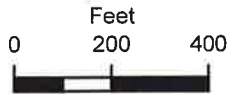
2/6/2019 1:30 PM

14.4



LEGEND

-  Bixby Corporate Limits
-  Glenpool Corporate Limits



**CZ-482/
PUD-852**
17-13 30

14.5 



E 161st ST S

S LEWIS AVE



 Subject Tract

**CZ-482/
PUD-852**
17-13 30

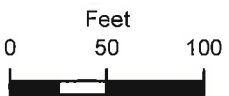
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





S LEWIS AVE



Subject Tract

**CZ-482/
PUD-852**
17-13 30

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



PUD 852

Vintage Estates

Tulsa County, Oklahoma



Tulsa Engineering & Planning Associates

9820 East 41st Street South, Suite 102

Tulsa, Oklahoma 74146

918.252.9621 Fax 918.250.4566

12/27/2018

14.8

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Exhibit B - Existing Conditions Plan	
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I. DEVELOPMENT CONCEPT

Vintage Estates is a proposed single-family detached residential development submitted as a Planned Unit Development (PUD) pursuant to the provisions of the Tulsa County zoning code. The site consists of 10.00 acres, located on the west side of South Lewis Avenue and south of East 161st Street South; there is approximately 660 linear feet of frontage on South Lewis Avenue.

The site is bounded on the north, west and south by undeveloped Agriculture (AG) zoned land. East, across South Lewis Avenue, is undeveloped Agriculture (AG) zoned land. The project site is currently zoned Agriculture (AG). Submitted concurrently with this PUD application is a zoning request to re-zone the entire tract to RE, Residential Single-Family Estate.

The site is characterized by significantly sloping terrain, with a prominent ridge line running from northwest to southeast. There are two main drainageways located in the northeastern and western portion of the site, generally draining from west to northeast and north to south, respectively. The soil types for the site are typical for the area with a significant portion of the site having "Eram-Coweta complex, 5-15% slopes" which generally has a depth to bedrock of 26"-30". The indigenous rock onsite will require some developmental considerations. The location has favorable accessibility, location, and visibility from the surrounding roadways, with the one point of access being off of South Lewis Avenue.

Vintage Estates will feature single-family detached homes with lot sizes averaging 1 acre in size (See Exhibit 'A' - Conceptual Site Plan). Due to the significant on-site slopes, one point of access through a landscaped and gated entry from South Lewis Avenue will be provided. The streets at Vintage Estates will be private. Stormwater detention will be handled on-site, in the northeast and southeast portions of the project site.

II. STATISTICAL SUMMARY

Total Project Area	10.00 Acres (Gross) 9.24 Acres (Net)
Maximum Number of Dwelling Units	10
Project Density	1.42 DU/Acres (Gross)
Average Lot Size	165' x 290'/1.10 Acres

III. DEVELOPMENT STANDARDS

Permitted Uses:	Uses permitted by right in the RE Zoning District.
Minimum Lot Size	22,500 sq. ft./0.50 Acres
Minimum Average Lot Width	120 feet
Minimum Building Setbacks:	
- Front	35 feet
- Minimum Rear Yard	25 feet
- Side Yard	5 ft./10 ft.
- Side Yard Abutting a Private Street	30 feet
Maximum Building Height	45 feet*
Accessory Buildings	35 feet
Other Bulk and Area Requirements	As established in the RE Zoning District

* Architectural decorative features such as chimneys and cupolas, may extend to a maximum height of 45 feet. However, no habitable portion of any dwelling may exceed the 35 foot height limitation.

IV. LANDSCAPING AND OPEN SPACE

Landscaping and open space will be provided in accordance with the Tulsa County Zoning Code.

V. FENCING

There shall be no fencing allowed beyond the building lines as shown on the plat without the written permission from the Architectural Committee.

VI. LOT SPLITS AND LOT COMBINATIONS

Lot splits and lot combinations may be permitted, with the written approval of the Architectural Committee, to allow for lots to be split or combined so that dwelling units may include multiple lots, or portions of lots, in order to allow a building to be built over lot lines, but does not allow for the building to encroach into a platted utility easement.

VII. HOMEOWNERS' ASSOCIATION

The VINTAGE ESTATES Homeowners' Association, to be established, will have as its main objective, the maintenance of the private street system, landscaped entryways, and reserve/open space areas. Membership in the VINTAGE ESTATES Homeowners' Association will be mandatory for all lot owners.

Final documents for the Vintage Estates Homeowners' Association will be included in the Deed of Dedication and Restrictive Covenants and will be on file in the Tulsa County Clerk's office, along with the Final Plat, and will include the maintenance agreement and other specific rights and requirements for association members.

VIII. SITE PLAN REVIEW

For the purposes of site plan review, the final subdivision plat of Vintage Estates shall serve as the required detailed site plan.

IX. PLATTING REQUIREMENT

No building permit will be issued until the PUD site has been included within a subdivision plat submitted to and approved by the Tulsa Metropolitan Area Planning Commission and the Tulsa County Commission, and duly filed of record. The required subdivision plat will include covenants of record implementing the development standards of the approved PUD and the Tulsa County shall be a beneficiary thereof.

X. EXPECTED SCHEDULE OF DEVELOPMENT

Development of the project is expected to commence after final approval of the PUD and platting of the property.

top
M/S

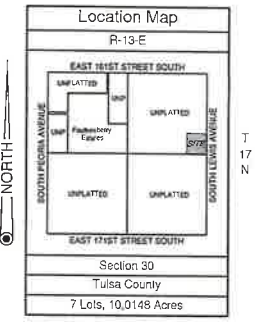
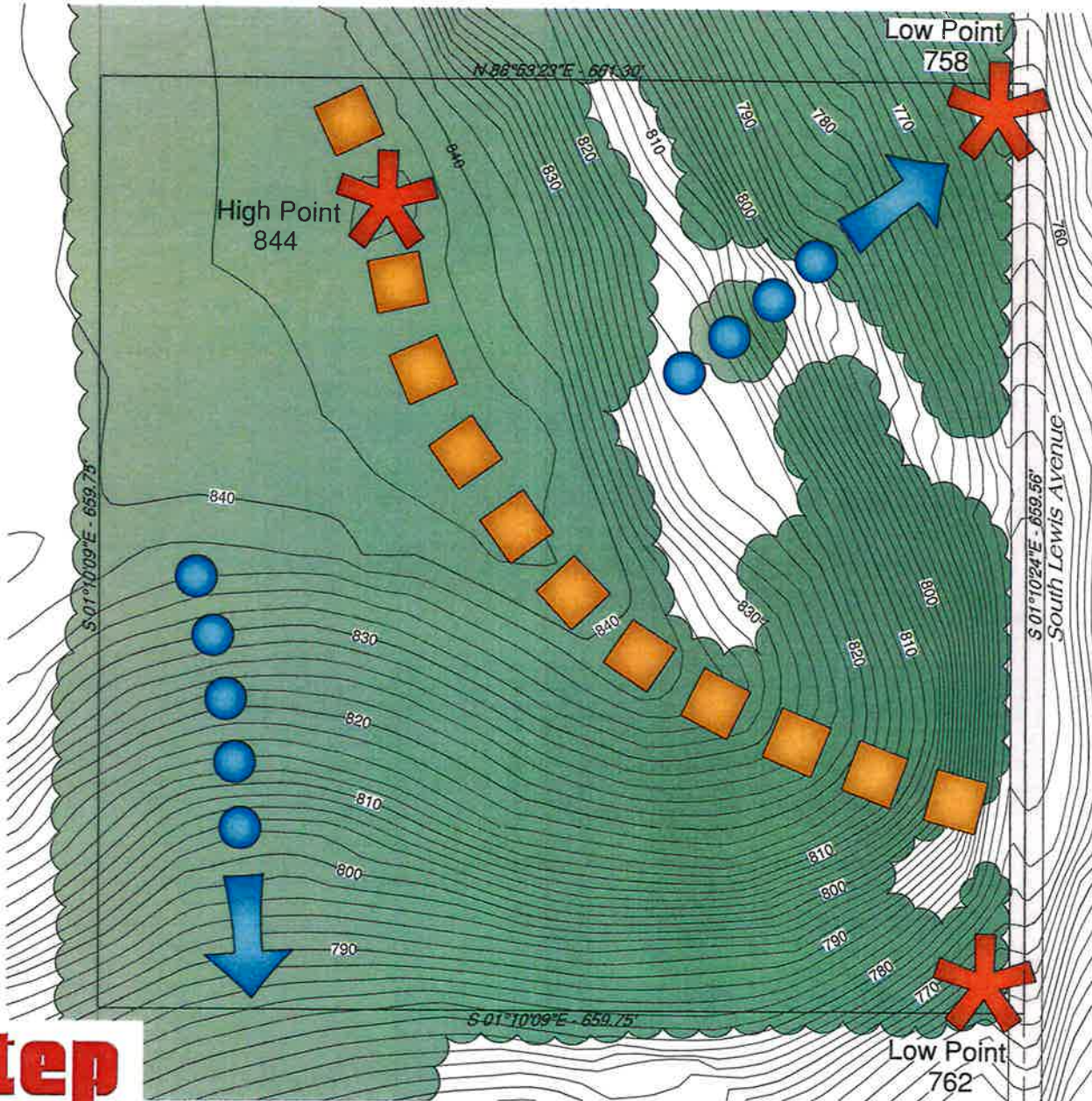
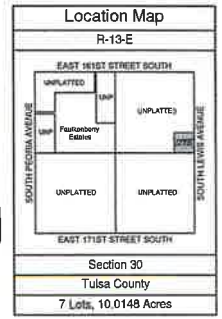
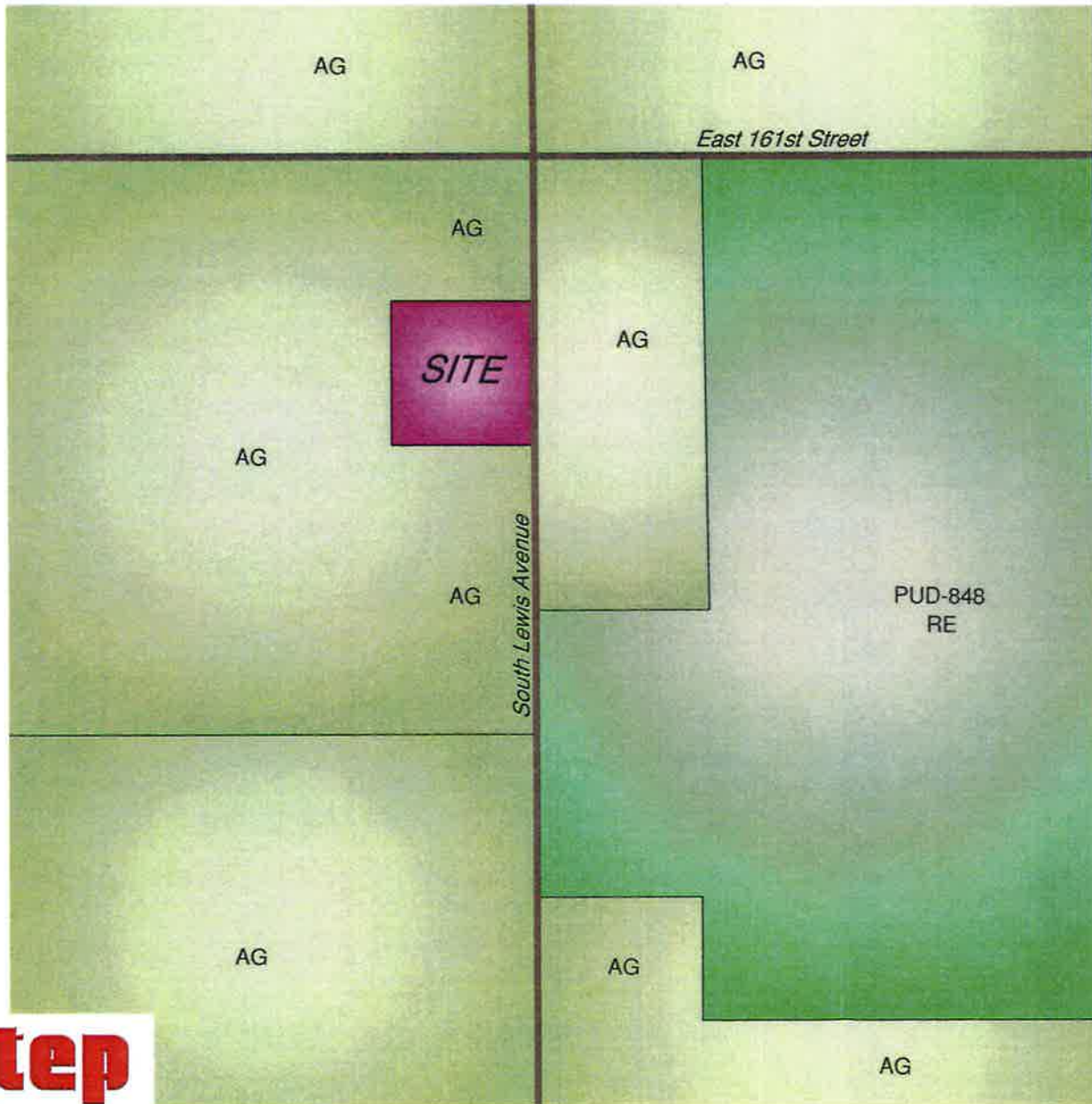


EXHIBIT 'B'
Vintage Estates
Existing Conditions Plan



NORTH

T
17
N



Not To Scale

EXHIBIT 'C'
**Vintage
 Estates**

Surrounding Zoning and
 Land Use Plan

1410
tep

N 88°55'49"E - 662.34'

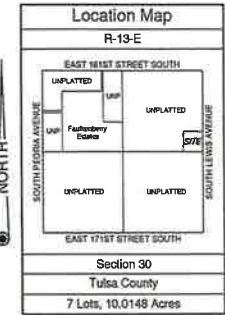
S 01°10'08"E - 660.15'

SITE
RE
(Residential Estate)

S 01°10'14"E - 659.98'

South Lewis Avenue

N 88°54'57"E - 662.33'



T
17
N



Not To Scale

EXHIBIT 'D'
**Vintage
Estates**

Proposed Zoning Plan

1417
tep



Tulsa Metropolitan Area
Planning Commission

Case : Vintage Estates (Related to CZ-482
& PUD-852)

Hearing Date: February 6, 2019

Case Report Prepared by:

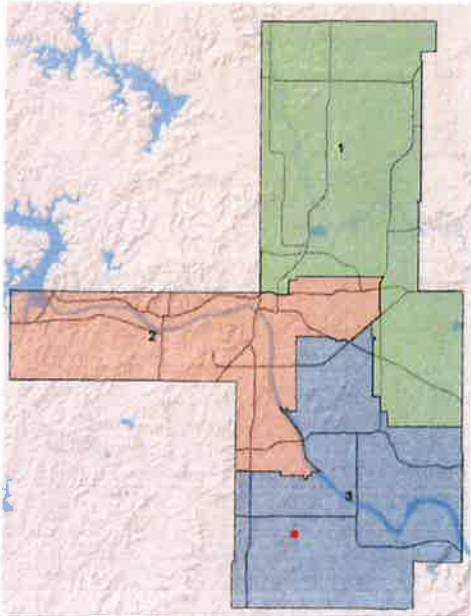
Nathan Foster

Owner and Applicant Information:

Applicant: Tim Terral, TEP

Owner: Hollinger Enterprises, LLC

Location Map:
(shown with County Commission
Districts)



Applicant Proposal:

Preliminary Plat

Location: South of the southwest corner of
East 161st Street South and South Lewis
Avenue

7 lots, 1 block, 10.014 ± acres

Single-Family Residential

Zoning:

Current: AG (Agriculture)

Proposed: RE/PUD-852

Staff Recommendation:

Staff recommends **approval** of the
preliminary plat

County Commission District: 3

Commissioner Name: Ron Peters

EXHIBITS: Site Map, Aerial, Preliminary Plat, Conceptual Improvements

15.1

PRELIMINARY SUBDIVISION PLAT

Vintage Estates - (County)

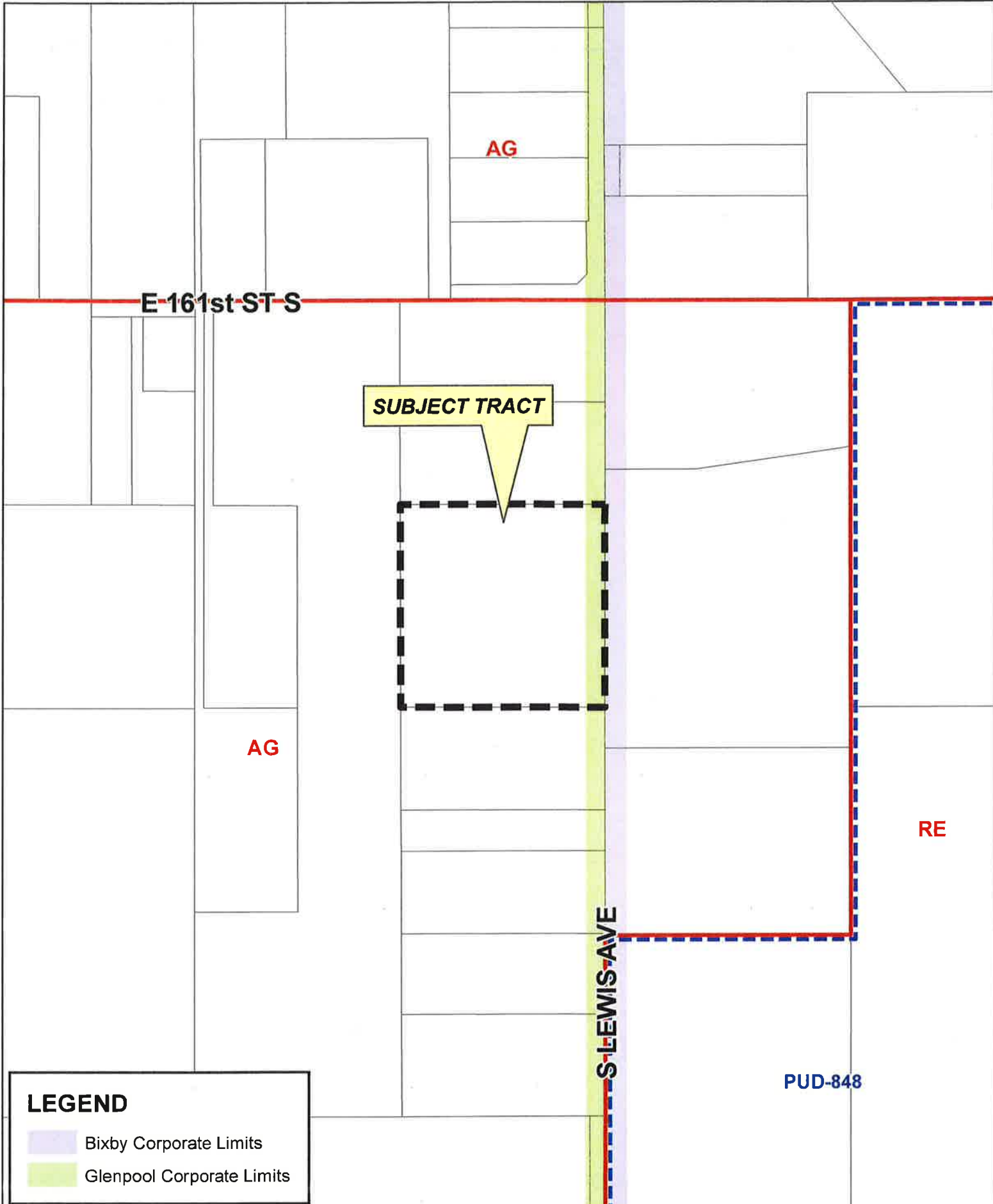
South of the southwest corner of East 161st Street South and South Lewis Avenue

This plat consists of 7 lots, 1 block on 10.014 ± acres.

The Technical Advisory Committee (TAC) met on January 17, 2019 and provided the following conditions:

1. **Zoning:** The property is currently zoned AG with a proposal for rezoning to RE (Residential-Estate) with a Planned Unit Development (PUD-852) to permit the use of a private street in the subdivision. All lots conform to the zoning requirements of RE and the proposed PUD. The new zoning will be required to be in effect prior to approval of the final plat.
2. **Addressing:** Final plat addresses will be assigned by INCOG and will be required to be shown on the face of the final plat along with the required address caveat.
3. **Transportation & Traffic:** Dedication of ROW for South Lewis Avenue per the Major Street and Highway Plan is required. Private street construction is required to be approved by the Tulsa County Engineer and comply with all County Engineering standards. Label street with designated street name on final plat.
4. **Sewer:** Lots to be served by on-site sewage disposal (septic) and will require approval by Oklahoma Department of Environmental Quality.
5. **Water:** Water to be served by Creek County Rural Water District #2. Water line plans must be approved by RWD2 and a release letter will be required prior to approval of the final plat.
6. **Engineering Graphics:** Add required signature block to the face of the plat. Ensure legal description accuracy with face of the plat.
7. **Fire:** No comments from local fire service.
8. **Stormwater, Drainage, & Floodplain:** No comments. Drainage is required to comply with all County drainage standards and improvements must be approved prior to final plat approval.
9. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.



E 161st ST S

AG

SUBJECT TRACT



AG

RE

S LEWIS AVE

PUD-848

LEGEND

-  Bixby Corporate Limits
-  Glenpool Corporate Limits

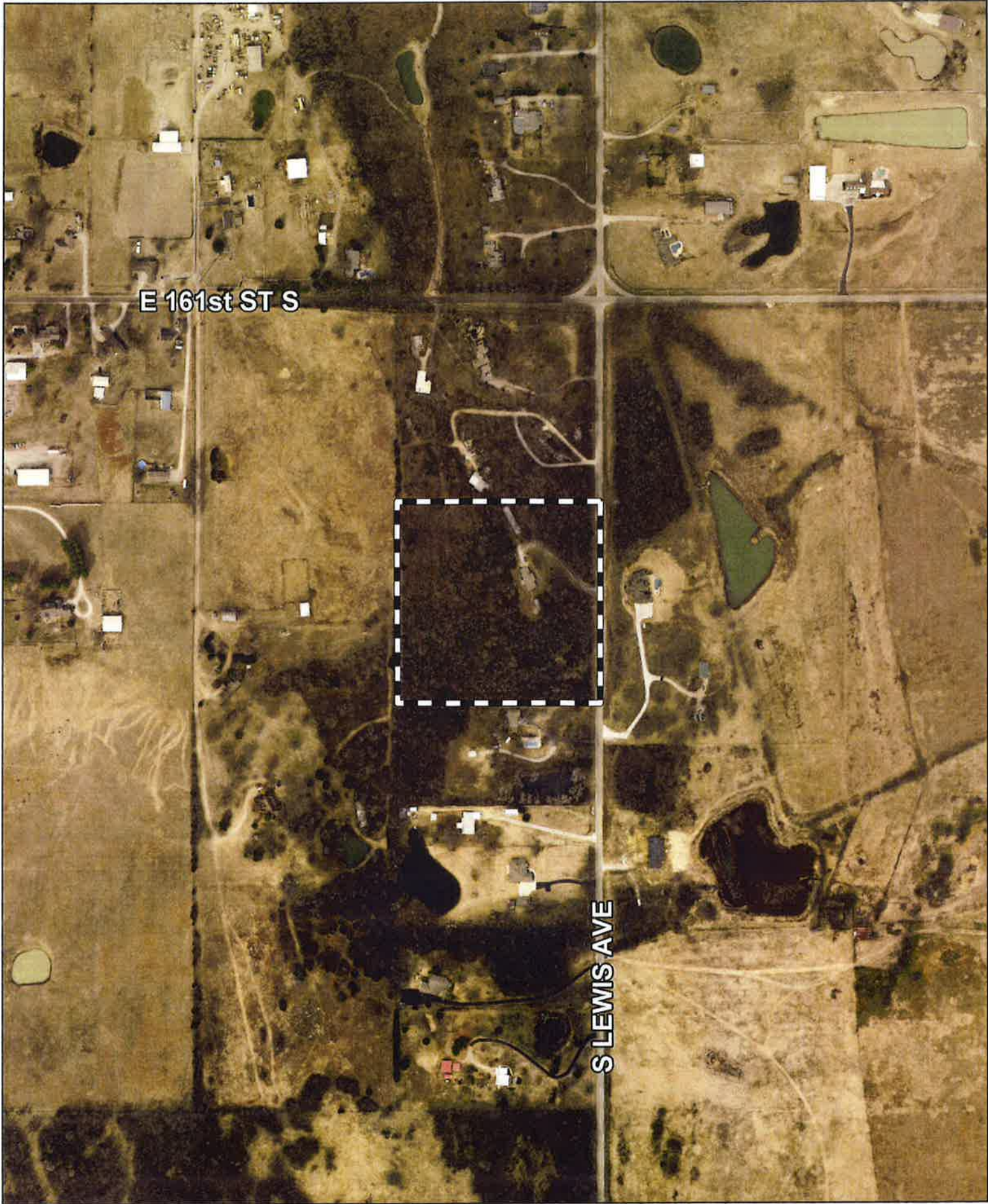


**VINTAGE
ESTATES**

17-13 30

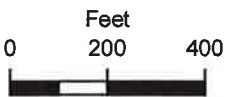
15.3





E 161st ST S

S LEWIS AVE



Subject Tract

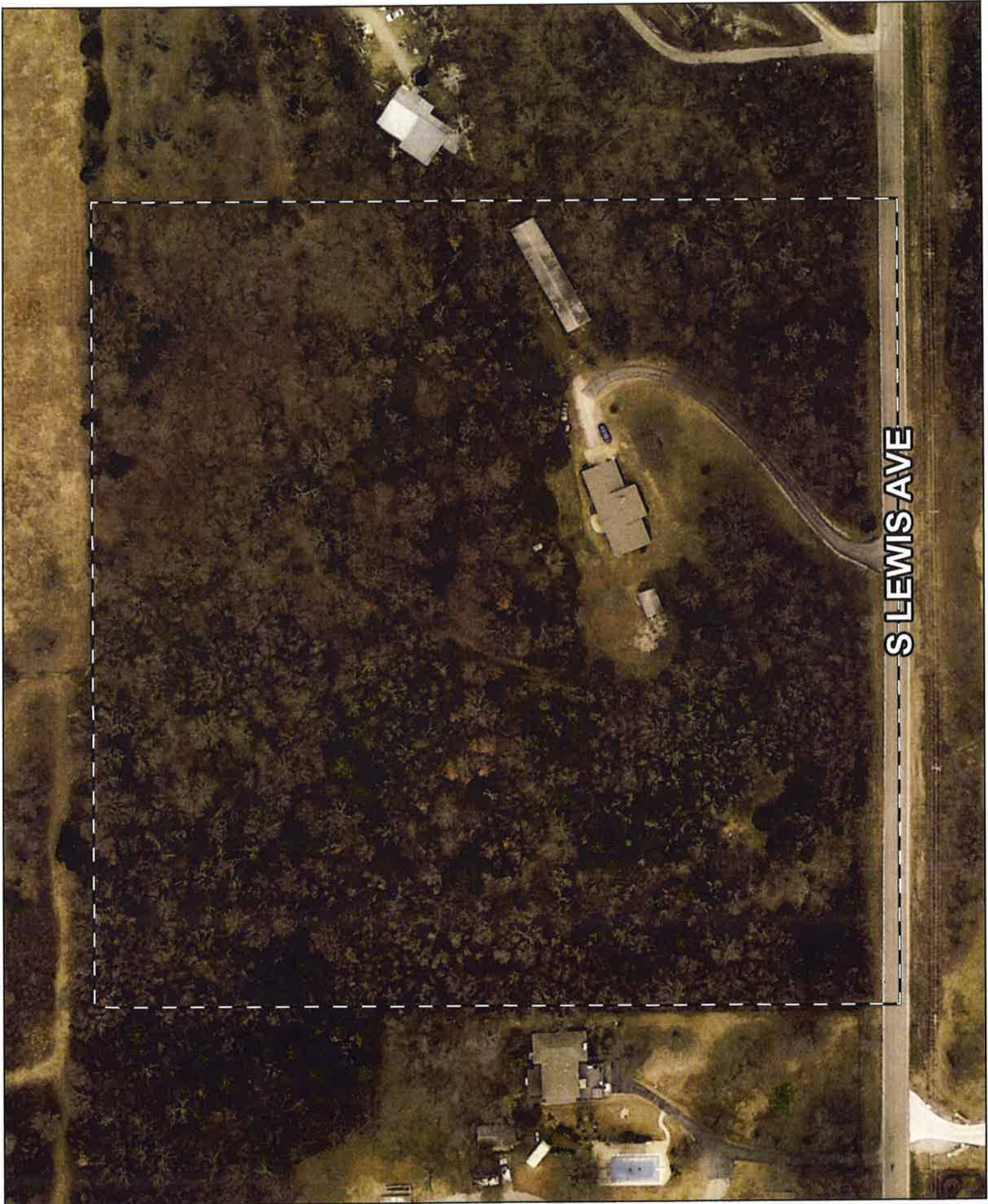
VINTAGE ESTATES

17-13 30

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





S LEWIS AVE



**Subject
Tract**

VINTAGE ESTATES

17-13 30

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

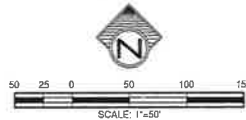


OWNER / DEVELOPER
Hollinger Enterprises, L.L.C.
 an Oklahoma limited liability corporation
 7715 East 11th Street, Suite 100
 Tulsa, Oklahoma 74113
 918.364.2433

Preliminary Plat
Vintage Estates

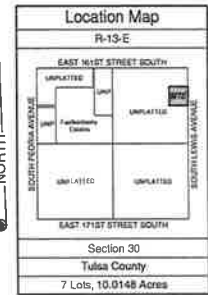
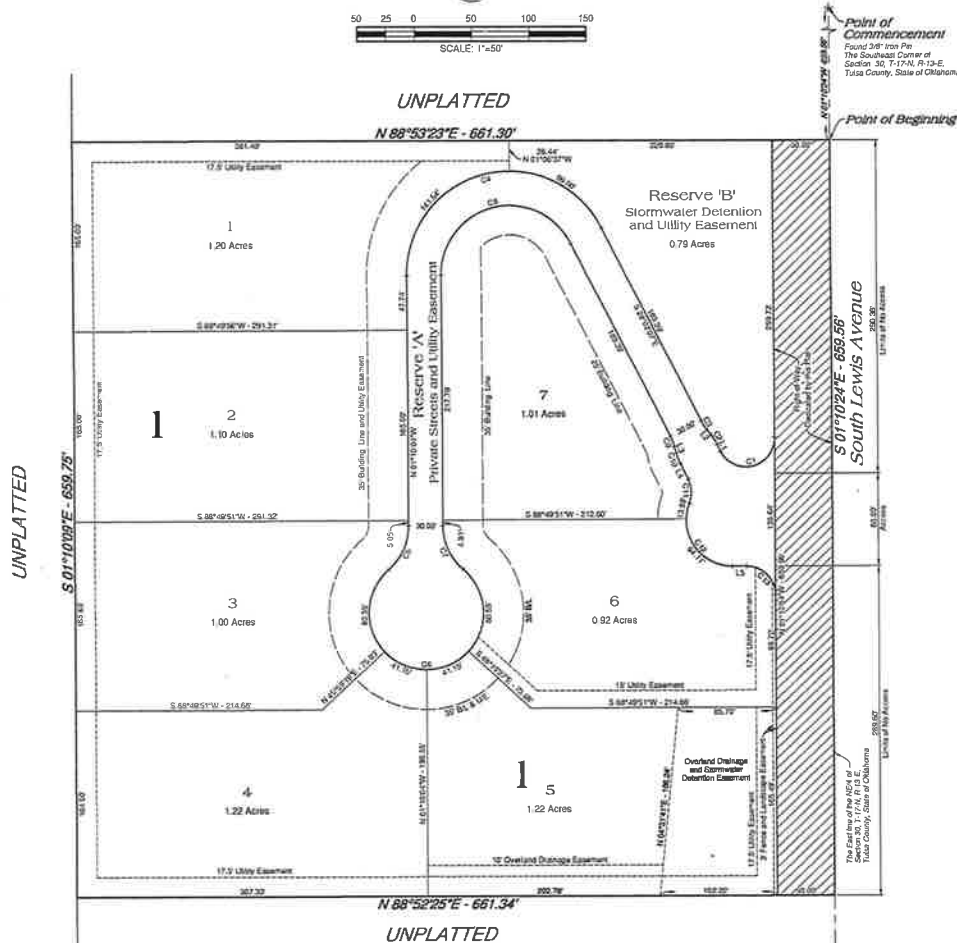
A subdivision in the Tulsa County, being a part of the SE/4 of the NE/4 of Section 30, Township 17 North, Range 13 East, of the Indian Meridian, Tulsa County, State of Oklahoma

ENGINEER / SURVEYOR
Tulsa Engineering & Planning Associates, Inc.
 an Oklahoma corporation
 9820 East 41st Street South, Suite 102
 Tulsa, Oklahoma 74146
 918.252.9621
 B.jong@tulsaengineering.com
 CERTIFICATE OF AUTHORIZATION NO. 931
 EXPIRES 06/30/2019



Line Table					
No.	Bearing	Distance	No.	Bearing	Distance
L1	N 89°42'34"W	4.40	L4	S 29°02'25"E	15.80
L2	N 20°51'02"W	6.62	L5	N 88°49'25"E	12.42
L3	S 1°44'33"E	3.40			

Curve Table					
No.	Data	Radius	Length	Chord Bearing	Chord Distance
C1	152°57'23"	25.00	86.92	S 77°25'34"W	48.62
C2	111°18'30"	50.00	9.87	N 22°41'43"W	9.87
C3	111°18'30"	50.00	9.87	N 22°41'43"W	9.87
C4	152°57'23"	50.00	243.54	S 75°22'34"W	175.88
C5	48°57'23"	50.00	43.16	S 21°52'17"W	41.82
C6	22°41'43"	50.00	243.45	N 88°49'25"E	65.00
C7	48°57'23"	50.00	43.16	N 21°34'09"W	41.82
C8	152°57'23"	50.00	168.36	N 79°29'24"E	118.72
C9	111°18'30"	50.00	9.87	S 22°52'40"E	9.87
C10	111°18'30"	50.00	9.87	S 22°52'40"E	9.87
C11	48°54'58"	25.00	21.20	S 20°44'39"E	20.57
C12	111°14'23"	40.00	77.09	S 20°18'57"E	86.21
C13	88°00'00"	25.00	39.27	S 40°10'00"E	39.26



Legend

- Right of Way Deducted By Pin

Monument Notes

A 5/8" x 1/8" aluminum bar with a yellow plastic cap stamped "TEP-CAS17" to be set at all plat boundary corners, prior to recordation, unless noted otherwise.

A 3/8" x 1/8" aluminum bar with a yellow plastic cap stamped "TEP-CAS17" to be set at all lot corners other than corners of monuments, unless noted otherwise.

Basis of Bearings

The non-astrometric bearings for this plat are based on an assumed bearing of S 89°42'34" W along the south line of the southeast quarter of Section 30, T-17-N, R-13-E, Tulsa County, State of Oklahoma, according to the official U.S. Government Surveys thereof.

Benchmark

Aerial Data Service Control Point 254 - A 1-1/2" aluminum cap stamped "254" located 19 feet south and 38 feet east of the southeast corner of the intersection of East 17th Street South and South Lewis Avenue. Elevation=725.06 NAVD83

Lot Addresses

Addresses shown on this plat were provided by iCADD. The addresses are subject to change and should not be relied upon in place of the legal description.

Notes

1. Individual sanitary sewer systems (sanitary systems) typical per 60.

15.0

OWNER / DEVELOPER
Hollinger Enterprises, L.L.C.
 an Oklahoma limited liability corporation
 7715 East 11th Street, Suite 100
 Tulsa, Oklahoma 74133
 918.364.3433

Conceptual Utilities Plan
Vintage Estates

A subdivision in the Tulsa County, being a part of the NE/4 of the NE/4 of Section 30, Township 17 North, Range 13 East, of the Indian Meridian, Tulsa County, State of Oklahoma

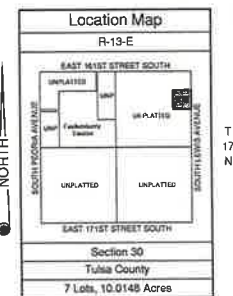
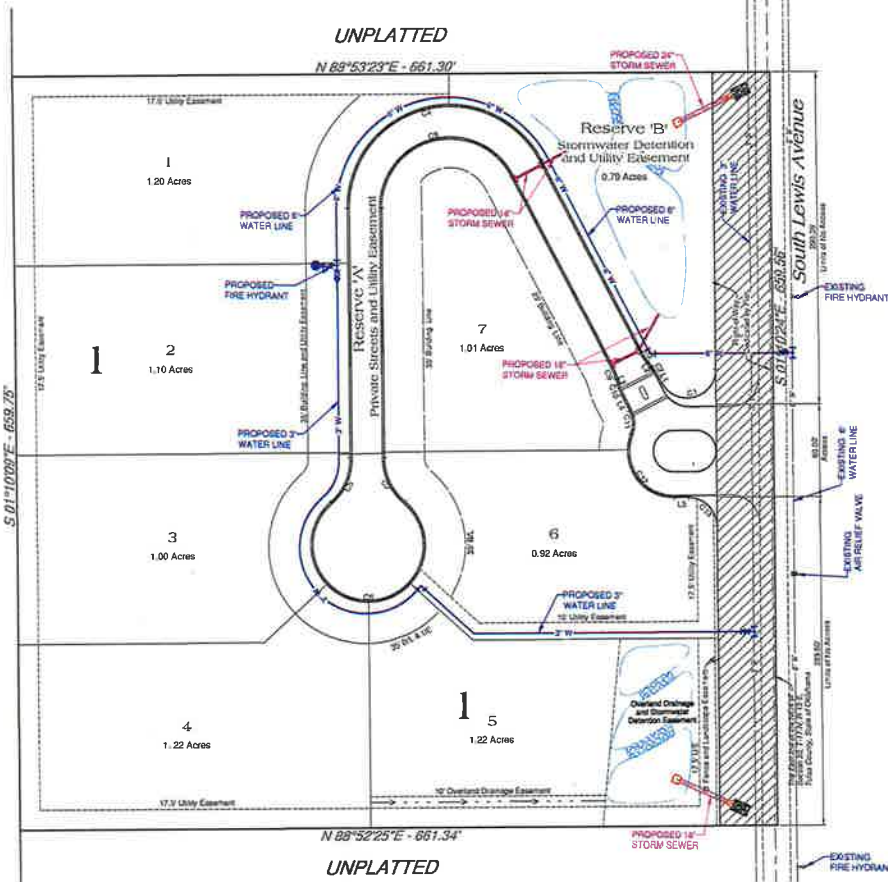
ENGINEER / SURVEYOR
Tulsa Engineering & Planning Associates, Inc.
 an Oklahoma corporation
 9820 East 41st Street South, Suite 102
 Tulsa, Oklahoma 74146
 918.252.0621
 b.long@tulsaengineering.com
 CERTIFICATE OF AUTHORIZATION NO. 511
 RENEWAL DATE: JUNE 26, 2018



Line Table			Curve Table		
No.	Bearing	Distance	No.	Bearing	Distance
L1	N 20° 52' 25" W	6.40	L4	S 20° 02' 25" E	10.60
L2	N 88° 53' 23" E	5.40	L5	N 88° 53' 23" E	12.40
L3	S 10° 49' 52" E	5.40			

No.	Curve	Radius	Length	Chord Bearing	Chord Distance
C1	153° 07' 53"	25.00	65.62	S 73° 22' 34" W	46.63
C2	171° 18' 26"	30.00	9.87	N 52° 41' 15" W	9.55
C3	111° 18' 26"	30.00	9.87	N 52° 41' 15" W	9.55
C4	153° 07' 53"	30.00	242.54	S 73° 22' 34" W	175.68
C5	48° 27' 25"	30.00	45.18	S 25° 32' 21" W	41.62
C6	225° 05' 05"	30.00	244.48	N 88° 53' 23" E	185.59
C7	59° 27' 25"	30.00	43.18	N 20° 54' 09" W	41.62
C8	153° 07' 53"	60.00	163.26	N 73° 22' 34" W	115.72
C9	111° 18' 26"	60.00	9.87	S 20° 02' 25" E	9.87
C10	111° 18' 26"	30.00	9.87	S 20° 02' 25" E	9.87
C11	48° 27' 25"	30.00	81.00	S 05° 44' 38" E	30.57
C12	111° 18' 26"	40.00	77.99	S 30° 18' 53" E	66.21
C13	90° 00' 00"	25.00	25.37	S 40° 12' 24" E	20.28

UNPLATTED



Legend

= High-of-Way Delineated by Plat

Monument Notes

A 1/4" x 1/8" aluminum bar with a yellow plastic cap stamped "TEP CA031" to be set at all plat boundary corners, prior to re-occupation unless noted otherwise.

A 3/8" x 1/8" aluminum bar with a yellow plastic cap stamped "TEP CA031" to be set at all lot corners after completion of improvements, unless noted otherwise.

Basis of Bearings

The non-astronomical bearings for this plat are based on an assumed bearing of S 89° 07' 37" W along the south line of the southeast quarter of Section 30, T-17-N, R-13-E, Tulsa County, State of Oklahoma, according to the official U.S. Government Survey thereof.

Benchmark

Aerial Data Service Control Point 354 - A 1-1/2" aluminum cap stamped "354" located 23 feet south and 38 feet east of the intersection of East 17th Street South and South Lewis Avenue. Elevation: 725.36 NAVD83

Lot Addresses

Addresses shown on this plat were provided by INCO. The addresses are subject to change and should not be relied upon in place of the legal description.

Notes

1. Individual sanitary sewer systems (sanitary system) typical per lot.

15.9



Tulsa Metropolitan Area
Planning Commission

Case Number: MPD-1

Hearing Date: February 6, 2019

Case Report Prepared by:

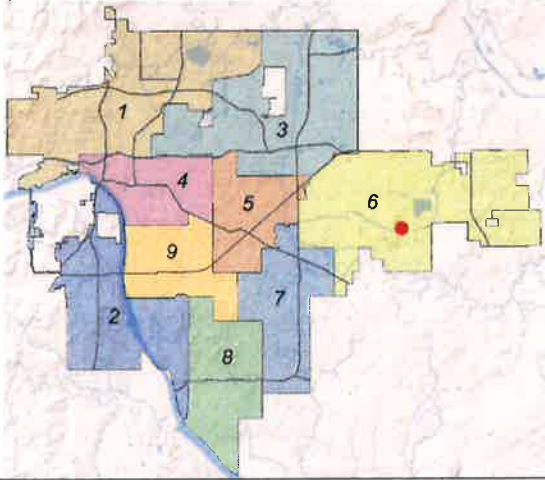
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Katy O'Meilia

Property Owner: Flat Top Developments, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: agricultural

Proposed Use: Residential with Neighborhood
Commercial Town Center

Concept summary: Master Planned Development
for private street mixed use community

Tract Size: 117.5 ± acres

Location: Southwest corner of East 31st Street &
South 177th East Avenue

Zoning:

Existing Zoning: AG

Proposed Zoning: Master Planned
Development (MPD)

Comprehensive Plan:

Land Use Map: Neighborhood Center, New
Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

**Staff recommends approval of CONCORD a
Master Planned Development as submitted by
the applicant and as noted in supplemental staff
standards:**

Staff Data:

TRS:

CZM: 40, 50

Atlas:

City Council District: 6

Councilor Name: Connie Dodson

County Commission District: 1

Commissioner Name: Stan Sallee

16.1

SECTION I: MPD-1

DEVELOPMENT CONCEPT:

Concord is a master planned community that utilizes new urbanism design principals in order to create a walkable, environmentally sustainable and economically diverse community. The projected is proposed to be a mixed-use master planned community consisting of multiple housing types, recreational, civic and commercial uses with integrated open space and park development.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - CONCORD Master Plan Development Standards

DETAILED STAFF RECOMMENDATION:

MPD-1 is consistent with the New Neighborhood and Neighborhood Center Land Use designation in the Comprehensive Plan and is compatible with the existing and expected development of surrounding areas and,

MPD-1 provides a unified treatment of the development possibilities of the project site and,

Permitted uses and building types identified in MPD-1 are consistent with the uses that may be permitted in a master plan development district as identified in the Tulsa Zoning Code and,

MPD-1 identifies development standards that are consistent with the mandatory development plan standards in the Tulsa Zoning Code and,

MPD-1 is consistent with the purpose of a Master Planned Development district identified in the Tulsa Zoning code therefore,

Staff recommends **Approval** of MPD-1 as submitted with supplemental staff standards.

MPD-1 DEVELOPMENT STANDARDS:

See attached MPD-1 as submitted by applicant.

Supplemental standards added by staff:

- 1) Prior to submittal of any building permit to the City of Tulsa the Concord Town Planner shall review and approve plans for submittal to the Building Permit office. An approval statement shall be added on all pages of the plan package and shall be signed by the town planner. The approval statement shall say that the plans conform to the provisions of the approved MPD-1 uses and design standards. Except for detached houses, bungalow court, cottage court, duplex townhouse or multi-unit house all site plans shall be submitted to the City of Tulsa Planning office at INCOG through the site plan and landscape plan approval process.

- 2) No building permit may be issued until a subdivision plat has been filed at Tulsa County Clerk's office. The subdivision plat shall be considered the site plan for any detached house, bungalow court, cottage court, duplex townhouse or multi-unit house.
- 3) Residential Street A, Residential Street B, Town Center Main Street and Main Street Boulevard and Residential boulevard as illustrated on the master thoroughfare plan will be publicly owned and maintained.
- 4) Private lanes and private lanes with fire access shall be owned and maintained by a Concord Home Owners Association.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: MPD-1 is consistent with the expected uses for a Neighborhood Center and New Neighborhood. The precise alignment of the regulating plan does not align itself with the geographic boundaries shown on the Comprehensive Plan Land use maps however flood plain management and open space was not considered during the land use designation map preparation. The development standards are consistent with the expected development and align themselves with the required flood plain management concepts expected in this area.

Land Use Vision:

Land Use Plan map designation: Neighborhood Center and New Neighborhood

New Neighborhood residential building block is comprised of a plan category by the same name. It is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity and shall be paired with an existing or New Neighborhood or Town Center.

Neighborhood Centers are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.

Areas of Stability and Growth designation: Area of Growth

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these

areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.”

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The property is undeveloped and has been historically used for rearing cattle and other agricultural purposes.

Environmental Considerations: Tulsa regulatory flood plain bisects the property in two locations. Both of those flood plain areas have been maintained as open spaces in MPD-1 and will be protected from future development.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East 31 st Street South	Secondary Arterial	100 feet	2
South 177 th East Avenue	Secondary Arterial	100 feet	2

Utilities and private streets:

The subject tract will require offsite sanitary sewer extensions and offsite water infrastructure improvements to provide municipal water and sewer services. Details for utilities and all street sections have been provided during a pre-development meeting and also a technical advisory meeting.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	CS at intersection AG on remainder	Neighborhood Center at intersection, New Neighborhood on remainder	Growth	Vacant / agricultural land
East	AG	Neighborhood Center at intersection, New Neighborhood on	Growth	Vacant / agricultural land

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		remainder		
South	AG	New Neighborhood	Growth	Vacant /agricultural land
West	AG	New Neighborhood	Growth	Vacant wooded with steep slopes

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11826 dated June 26, 1970, established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property:

Z-7419 November 2017: All concurred in **approval** of a request for *rezoning* a 67± acre tract of land from AG to RS-1 on property located west of the northwest corner of East 31st Street South and South 177th East Avenue.

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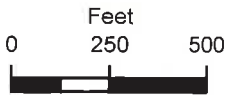
**SUBJECT TRACT
LAND USE PLAN
NEW NEIGHBORHOOD &
NEIGHBORHOOD CENTER**

S LYNN LANE RD

E 31st ST S

S 177th E AVE

Land Use Plan Categories			
	Downtown		Neighborhood Center
	Downtown Neighborhood		Employment
	Main Street		New Neighborhood
	Mixed-Use Corridor		Existing Neighborhood
	Regional Center		Park and Open Space
	Town Center		Arkansas River Corridor

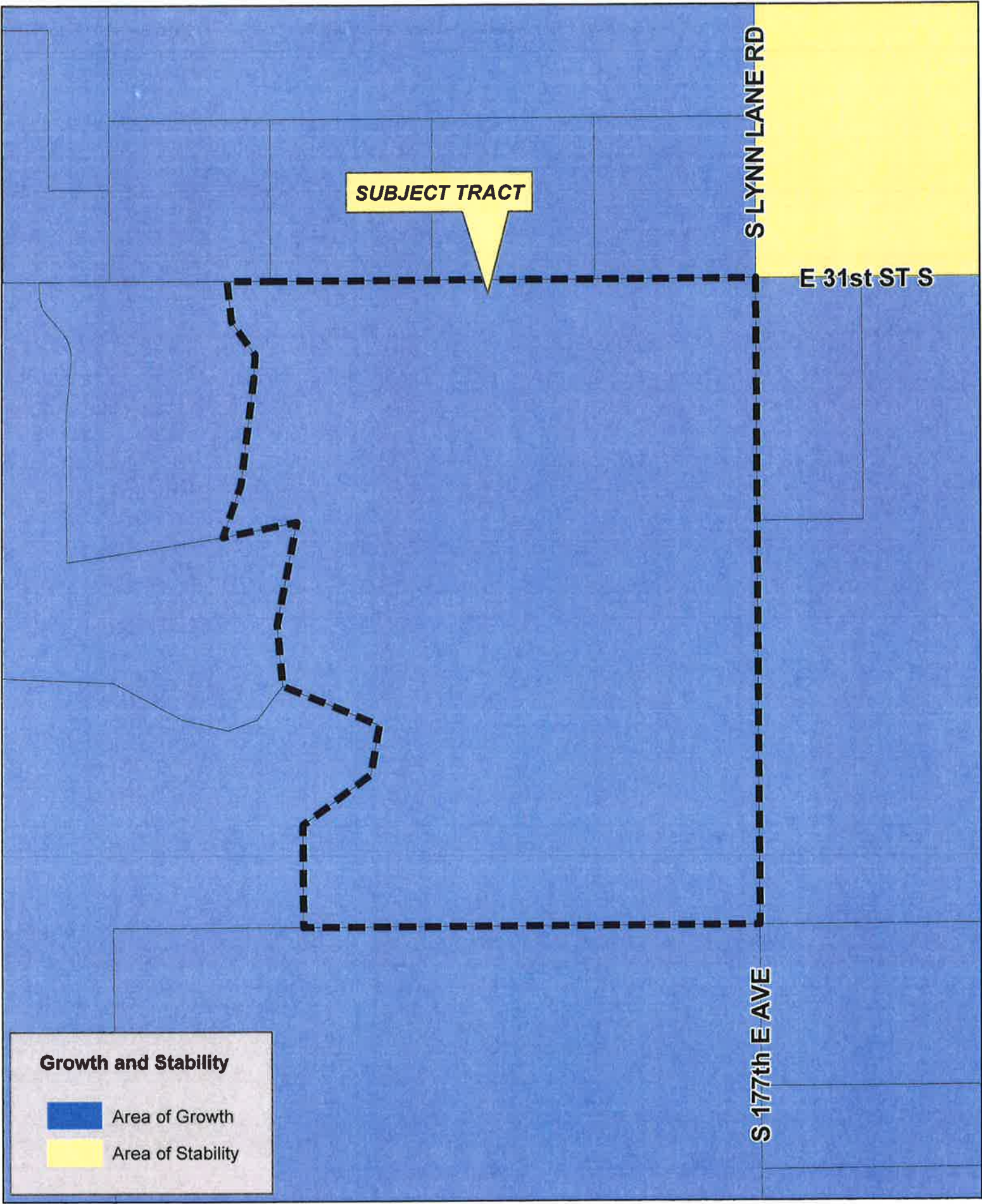


MPD-1

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SUBJECT TRACT

S LYNN LANE RD

E 31st ST S

S 177th E AVE

Growth and Stability

- Area of Growth
- Area of Stability



MPD-1

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Subject Tract

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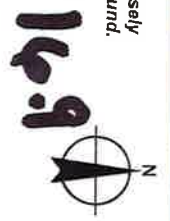
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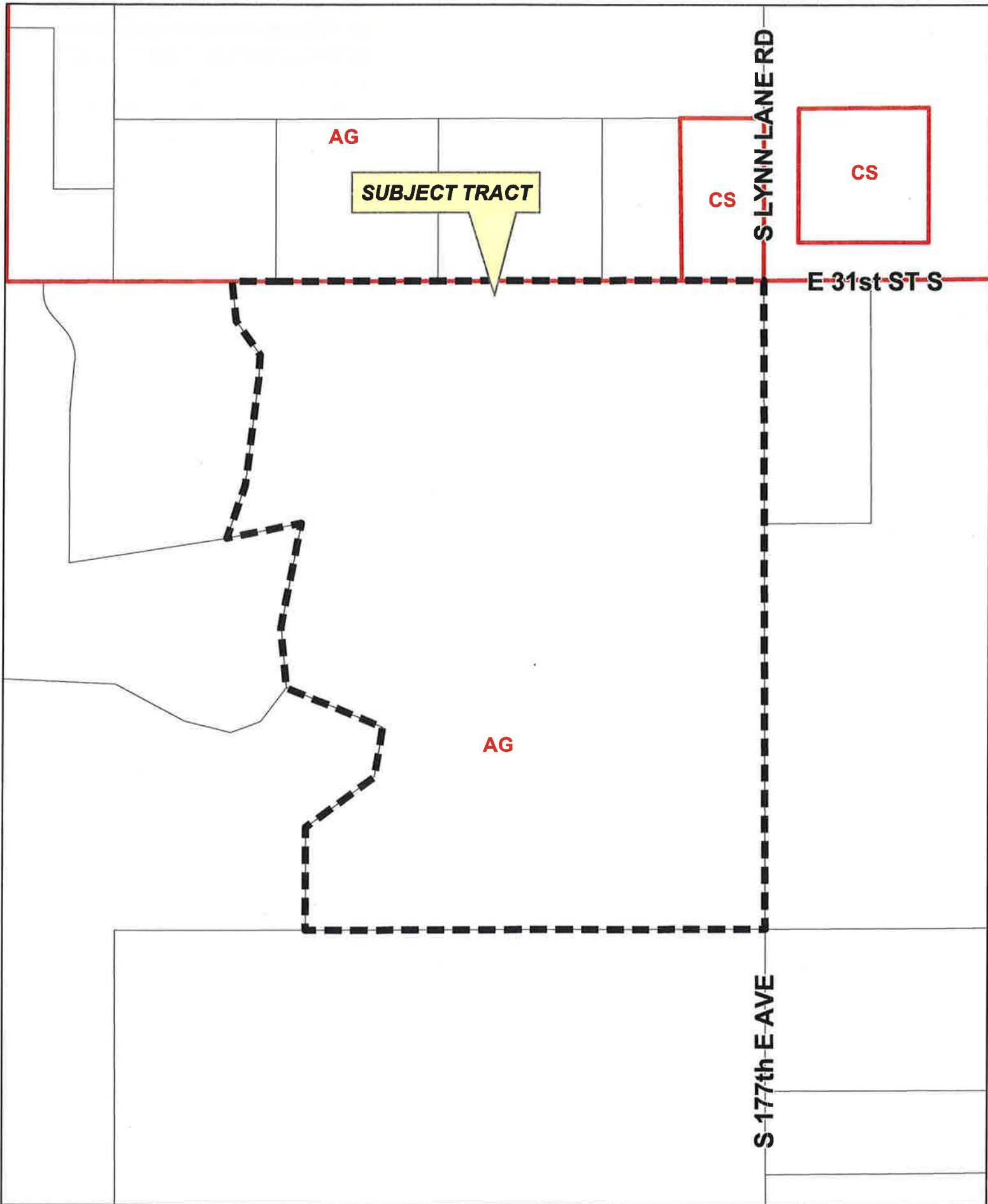
Aerial Photo Date: February 2018

S 177th E AVE

S LYNN LANE RD

E 31st ST S





AG

SUBJECT TRACT

CS

CS

S LYNN-LANE RD

E 31st ST S

AG

S 177th E AVE



MPD-1

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TULSA, OKLAHOMA
JANUARY 28, 2019

CONCORD

MASTER PLAN DEVELOPMENT STANDARDS

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PROJECT INFORMATION

MASTER PLAN DEVELOPMENT (MPD) PROJECT TITLE:

Concord: A Master Planned Community

PROJECT INFORMATION:

Owner(s)/Developer(s):

Flat Top Developments, LLC.
PO Box 52856
Tulsa, OK 74152
918.521.3923

Prepared by:

Planning Design Group
5314 S. Yale Ave.
Suite 510
Tulsa, OK 74135
918.628.1255

General Project Location:

The site is located along Tulsa's eastern city limits boundary approximately one mile southwest of the Lynn Lane Reservoir in Council District 6. The property is approximately 117 acres and is located on the southwest corner at the intersection of E. 31st Street and S. 177th E. Avenue, also known as South Lynn Lane.

Zoning Designation:

Agricultural (AG)

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INTRODUCTION

PROJECT DESCRIPTION

Concord is a new master planned community located in eastern Tulsa, Oklahoma that utilizes New Urbanism design principals in order to create a vibrant, walkable, environmentally sustainable, and economically diverse community. Concord is proposed to be a mixed-use master planned community consisting of multiple housing types, recreational, civic, and commercial uses surrounded by open space and parks. The design and inspiration for developing Concord was born out of the idea that well designed, attractive, and sought after walkable communities aren't just communities people should have to vacation to in order to experience.

The development is seeking rezoning under the Master Plan Development (MPD) zoning designation in order to construct a variety of housing typologies that more closely reflect urban lot and setbacks standards, implement more pedestrian friendly thoroughfares standards, and allow for a mix of residential and neighborhood commercial uses all within the same development project.



S. 177th E. Ave. / Lynn Lane

- A Town Center
- B Detention Pond
- C Wetland
- D Pocket Park
- E Floodplain/Riparian Corridor
- Multi-Use Trail

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FUNDAMENTAL ELEMENTS OF NEW URBANISM

In general, there are two patterns of urbanism that exists in the United States: the Traditional Neighborhood, which was the model of development from the first settlement to World War II, and Suburban Sprawl which has been the model since World War II. While both models accommodate people and their activities, the principal difference is that the Suburban Sprawl model is based upon environmental, social, and economic deficiencies that inevitably choke sustained growth. On the other hand, the Traditional Neighborhood model has several physical, social, and economic attributes that provide several positive consequences that help to sustain a pattern of liveability and economic vitality.

The social and environmental benefits of a New Urbanists community result from certain physical and organizational characteristics. An authentic New Urbanism Neighborhood should includes most of the following:

1. Development should preserve sensitive natural and cultural areas as permanent open space.
2. The basic increment of development should be a walkable, diverse pedestrian walking shed that forms a neighborhood.
3. The neighborhood should have a discernible center to serve as community gathering space.
4. The pedestrian walking shed should be a five to ten-minute walk to the neighborhood center. This distance averages one-quarter of a mile.
5. There should be shops within, or in proximity to, the neighborhood sufficiently varied to satisfy ordinary daily household needs.
6. The Neighborhood should incorporate a variety of places to work, including those that enable work at the dwelling.
7. The Neighborhood should incorporate a variety of dwelling types, so that younger and older people, single household and families can be housed.
8. An elementary school should be available within one mile of most dwellings.

9. That there are small playgrounds and/or pocket parks near every dwelling unit.
10. Thoroughfares within the neighborhood be a network, connecting whenever possible, to adjacent thoroughfares in order to provide a variety of route options and disperse traffic.
11. That thoroughfares be designed to slow traffic, creating an environment appropriate for pedestrians, bicyclists, as well as automobiles.
12. Building frontages should collectively support pedestrian streetscapes and mask most parking lots.
13. That certain prominent sites are reserved for civic buildings. Buildings for meeting, education, religion, or culture are located at the termination of street vistas or at the Neighborhood Center.

When these basic design principals are utilized, a New Urbanism Neighborhood can have several positive consequences:

- By bringing most of the activities of daily living into walking distance, everyone (especially the elderly and the young) gain independence of movement.
- By reducing the number and length of automobile trips, traffic congestion is minimized, the expense of road construction and long-term maintenance are limited, and air pollution is reduced.
- By providing walkable streets and squares of comfortable scale and distance, neighbors can come to know each other and to watch over their collective security.
- By providing a full range of housing types and work places, age and economic classes are integrated and the bonds of an authentic community are formed.
- By providing civic buildings and spaces, democratic initiatives are encouraged and the connection with ones fellow neighbor and community is facilitated.

COMPREHENSIVE PLAN (PLANiTULSA) CONFORMANCE

COMPREHENSIVE PLAN GUIDING PRINCIPALS

"A great city doesn't just happen...it requires considerable time, discussion, citizen participation, leadership and creativity. There are times in every great city's history that are particularly pivotal, where forward thinking decisions play a critical role in the city's future success. Now is such a time for Tulsa."

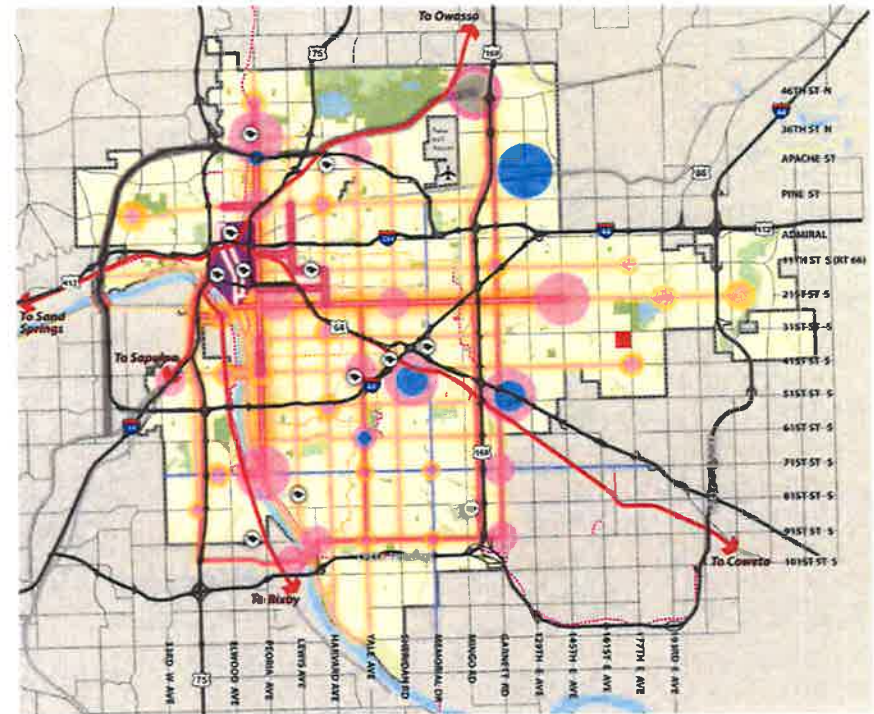
The City's Comprehensive Plan represents the long-term aspirations for how Tulsa will look, feel, and function. The vision outlined in the Comprehensive Plan serves as a guide in order to set planning goals and policies related to Land Use, Housing, Transportation, and Parks, Trails, and Open Space. Concord is a community the first of its kind in Tulsa that closely aligns with the city's long term vision and will help Tulsa meet the ever growing demand for walkable communities.

THE VISION MAP & FUTURE LAND USE

The Comprehensive Plan envisions the creation of a series of new development centers that will be designed to provide people with access to many goods and services in a relatively small area. The proposed Eastgate Metroplex Center located at East 21st street and South 145th East Avenue currently serves as an employment center and is located within three miles of the Concord Community. Under the comprehensive plan vision, the employment center will be enhanced with transit services to downtown and neighborhoods beyond.

The Comprehensive Plan envisions that undeveloped or vacant land surrounding the proposed center provide new homes in compact, pedestrian friendly communities that are predominantly single-family, but also include townhomes, apartments, and condos. The Concord Community project site is designated as a new neighborhood which is should generally be organized around a town center where grocery stores, retail shops, and services are located within a short walking or driving distance.

The community of Concord aligns development with the Comprehensive Plan's Future Land Use Vision by creating a pedestrian friendly, walkable



LAND USE BUILDING BLOCKS

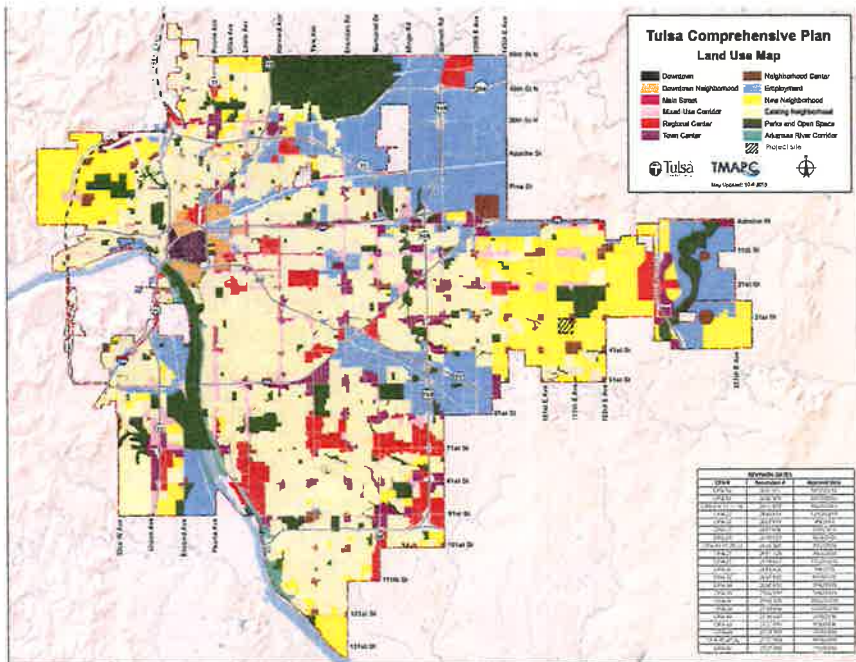
- Downtown
- New Centers
- Employment Centers
- New Neighborhoods
- Intermodal Hub
- Higher Education

TRANSPORTATION

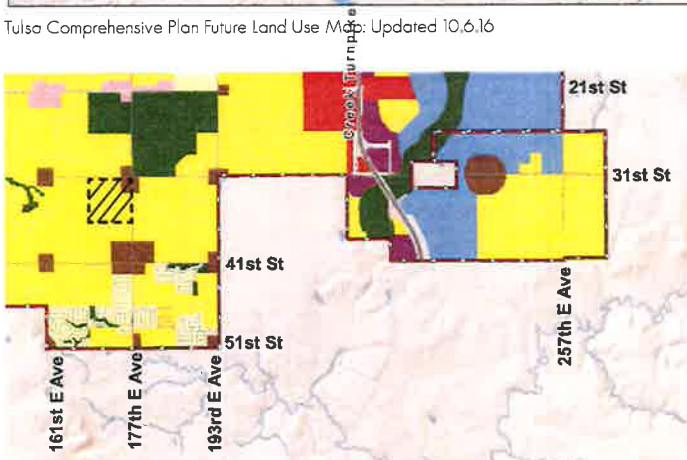
- Rail Transit
- Streetcar
- Frequent Bus
- Bus Rapid Transit
- Main Street
- Commuter Corridor
- Multi-Modal Corridor
- Possible Multi-Modal Bridge
- Freight Corridor
- Multi-use Trail
- Bicycle Trail
- Hiking Trail
- Existing/Planned Freeway
- Project Site

Tulsa's Vision Map depicts the general shape and location of growth and development and the types of transportation infrastructure that should serve them.

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Tulsa Comprehensive Plan Future Land Use Map: Updated 10.6.16



Future Land Use Blow Up Area with Project Site Located at E. 31st Street and 177th E. Ave.

community designed around a town center. The Town Center will serve as the heart of the community and will provide neighborhood scale retail, office, and commercial activity. Mixed use commercial activities such as a neighborhood market, small shops, a local coffee shop/hang out and community co-working space for small office use are proposed within the Town Center. These mix of uses will be built around a central green that serves as gathering space for community events such as yoga on the green, movies on the green, food trucks, festivals, and an outdoor farmers markets. In addition, recreational amenities such as a community pool and workout center are envisioned within the Town Center. A robust and well connected network of sidewalks and multi-purpose trails will connect residents to the community Town Center, as well as future planned thoroughfares and transit corridors via the Lynn Lane corridor.

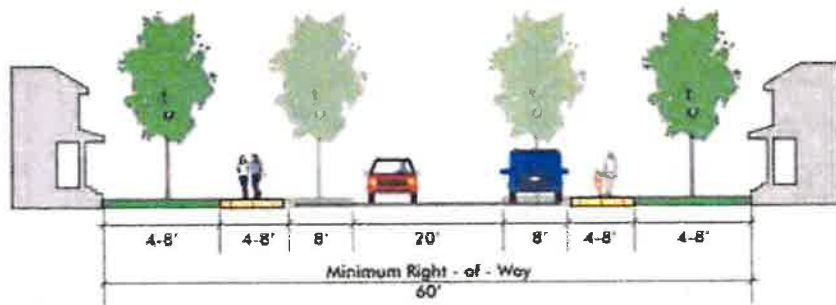
TRANSPORTATION

"To grow Tulsa's economy, to enhance its neighborhoods, to invigorate the business community and to increase tax revenue and thus fulfill the vision for Tulsa, transportation and land use must be intricately coordinated. In some case transportation should set the course for desired developments patterns to occur. The design of transportation facilities has a great impact on the marketability of an area and the type of land development forms that will occur.

The Comprehensive Plan states that transportation decisions should be focused on improving the range and quality of Tulsa's travel options, supporting land use goals and maintaining fiscal sustainability. Policies to support this vision and its goals should encourage development with an interconnected and diverse street pattern to ease congestion, more evenly distribute traffic, and offer flexibility of routes. New transportation routes should consider aesthetic needs as an equal to vehicular capacity demands when planning and designing transportation right-of-ways. Lastly, the Comprehensive Plan seeks to implement a context sensitive solutions approach to transportation infrastructure by recognizing that flexibility in project development and design is necessary to balance safety, mobility, economic development, and environmental issues. New neighborhoods should be governed by subdivision standards that promote good street connectivity.

The relationship between the design of a transportation facility (ie: how often it accommodates driveways, how wide are its lanes, whether it has on-street parking, whether it has street trees, etc.) and the land uses it serves is critical to the success of a walkable community. Well-designed streets set the stage for many dimensions of community life and can have a profound effect on the image and identity of a neighborhood. The Comprehensive Plan calls for the use of Residential Collector streets in new residential neighborhoods. These collector streets place a higher priority on landscaped medians, tree lawns, sidewalks, on-street parking, and bicycle lanes than the number of travel lanes. The streets consist of two or four travel lanes, but place a higher priority on pedestrian and bicycle friendliness than on auto mobility.

In keeping with the Comprehensive Plan's Transportation Vision for new neighborhood streets and thoroughfares, a well connected street



INITIAL PRIORITY ELEMENTS

- Sidewalks
- Tree Lawns
- On-street parking
- Landscaped medians
- Bike lanes on designated bicycle routes

SECONDARY PRIORITY ELEMENTS

- Number and width of travel lanes

EXAMPLES OF TRAFFIC MANAGEMENT FEATURES

- Pedestrian islands
- On-street parking
- Street trees
- Narrower travel lanes
- Traffic circles and roundabouts
- Reduced pedestrian crossing distances at intersections, using curb extensions, traffic islands, and other measures
- Diverters

Comprehensive Plan Sample Residential Collector Street Cross Section

grid with a context sensitive design approach for all streets within the Concord community has been utilized. All streets have been designed to enhance the pedestrian experience in order to promote walking and biking. Streets are lined with street trees, sidewalks, building entries, and ample windows in commercial areas which make walking more attractive. Vehicular travel lanes have been reduced in width and traffic islands used in conjunction with on-street parking have been utilized in order to slow traffic and create safer pedestrian street crossings at intersections. In addition to the complete network of sidewalks, a multi-use trail system is utilized throughout the development which allows residents to walk or bike directly to the Town Center as well as multiple pocket parks and open spaces within the community. Alleys and rear garages are utilized throughout the plan so street corridors aren't dominated by drive way curb cuts, unattractive garage doors, and large front yard setbacks. This design strategy also allows for usable front porches to be located along street frontages in order to promote eyes on the street and opportunities for impromptu community connections.

HOUSING

"Nationally, households are getting smaller and older. As the senior population continues to grow, it will drive demand for smaller, more easily-maintained homes that are located closer to services and shopping. Additionally, as seniors tend to have lower and/or fixed incomes, housing units targeted for the senior market may have to be less costly than a typical single-family home."

The Comprehensive Plan states that Tulsa has an opportunity to augment its existing housing supply with types of housing which, though they may be relatively new to Tulsa, have been built in other cities with much success. In particular, Tulsa has an opportunity to develop new single-family homes on lots ranging in size from 3,500 to 5,000 square feet. These typologies include small lot single-family designs with homes oriented around a communal courtyard or cottage style homes while others housing typologies could be designed in more traditional patterns. These housing types should be permitted in new and existing residential neighborhoods where appropriate. Within the Comprehensive Plan's priorities, goals,

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and policies section, Housing Priority Goal 1.4 states that the city should work with the development community and other stakeholders to plan, design, and build one or more catalytic mixed-use projects based on the PLANiTulsa innovative building model prototypes.

The Concord Community furthers the Comprehensive Plans goals and vision by providing a broad range of housing options that responds to the demographic trends of smaller households, an aging population, and the need to attract a young professional workforce that top employers are constantly seeking when looking for a place to locate their businesses. Rather than segregating housing by entry price points and finish quality, a variety of housing types, sizes, and lot configurations, all with the same finish out quality, are mixed throughout the community. This ensures that the community achieves a mix of ages, household sizes, as well as economic and social vitality.

PARKS, TRAILS, AND OPEN SPACE

“The Vision for Tulsa calls for integrating natural areas into the fabric of the city. Access to Tulsa’s environments should not just be found in the suburbs but also throughout the city, in the form of pocket parks, street trees, large scale regional parks, nature parks, riverfront trails, community gardens, and undeveloped natural areas.”

The Comprehensive Plan states that parks, trails, and open space-related land use decisions should focus on ensuring that Tulsans live within walking distance or biking distance of a quality neighborhood park and that Tulsa’s natural environment be integrated into the fabric of the city. The Plan seeks to promote low impact development strategies and designs as a way to manage stormwater runoff. These strategies should emulate natural water flow, minimize land disturbance, and incorporate natural landscape features into the built environment. Other strategies for implementation include developing alternative street designs and standards which allow for narrower streets and associated infrastructure, resulting in less pavement and promoting the use of alternative landscaping that is native or climate tolerant and erosion resistant.

The Concord Community utilizes an environmentally sustainable approach by preserving critical floodplain and riparian habitat and turning these areas into a robust network of parks, multi-use trails, and natural open space. The project preserves the natural tree canopy within these corridors and will utilize a native plant pallet of grasses, wildflowers, and wetland habitat. This ecosystem of trees, shrubs, soils and plants within the parks and open space filter environmental pollutants to cleanse stormwater before it reaches streams and channels. They also serve as a natural filtration system that allows rainwater to naturally recharge groundwater supplies. In addition, housing is clustered on small lots in order to preserve large amounts of common open space that promotes community gathering while also accommodating green storm water infrastructure practices. A functioning wetland that provides both stormwater detention and natural plant and wildlife habitat will serve as a front door to the development.

Several pocket parks are planned for throughout the development and will serve as dual purpose spaces by serving as playgrounds, community gardens, and open space while also accommodating stormwater detention during rain fall events. An interconnected network of sidewalks and trails link these pocket parks with natural open space and provide ample opportunities for exercise, physical activity, and will help to build social capital and a sense of community by giving residents a place to gather and develop human relationships.



Precedent Image: A park functioning as both community open space & stormwater detention.



Precedent Image: A plant pallet of natural grasses and wildflowers create a native Oklahoma aesthetic.

PROCESS

MASTER PLAN DEVELOPMENT REGULATIONS

The Concord Master Plan Development Regulations have been created in order to guide the building of the community of Concord. These development regulations ensure that all new buildings, community open space, landscaping and streetscapes are harmonious with each other in order to achieve the quality and character envisioned for the community.

The code further ensures that the adheres to a community vision with the following characteristics:

- A Town Center with a mix of neighborhood commercial and civic uses be located in close proximity to all residents within the neighborhood.
- A variety of thoroughfares serve the needs of both the pedestrian and the automobile.
- Community spaces in the form of squares, greens, pocket parks, playgrounds, and natural areas provide places for social activity and recreation.
- Building frontages and their character define the public space.
- Civic buildings reinforce the identity of the community and provide places for assembly.

The Concord Master Plan Design Code shall be administered by The Concord Town Planner. The Town Planner shall be established by the property owner and shall be a professional urban planner, licensed landscape architect, licensed architect, or a professional with equal credentials. The Town Planner shall review all development and development improvements for adherence to the Design Code. When necessary, the Town Planner shall work with INCOG staff to enforce the regulations outlined in the code. For matters regarding urban development structure and aesthetics, the provisions of this Code shall take precedence over local zoning codes, subdivisions regulations, engineering standards, and other regulation ordinances. In matters of health and safety, the local zoning codes and ordinances shall take precedent over the provisions of this Code.

Amendments

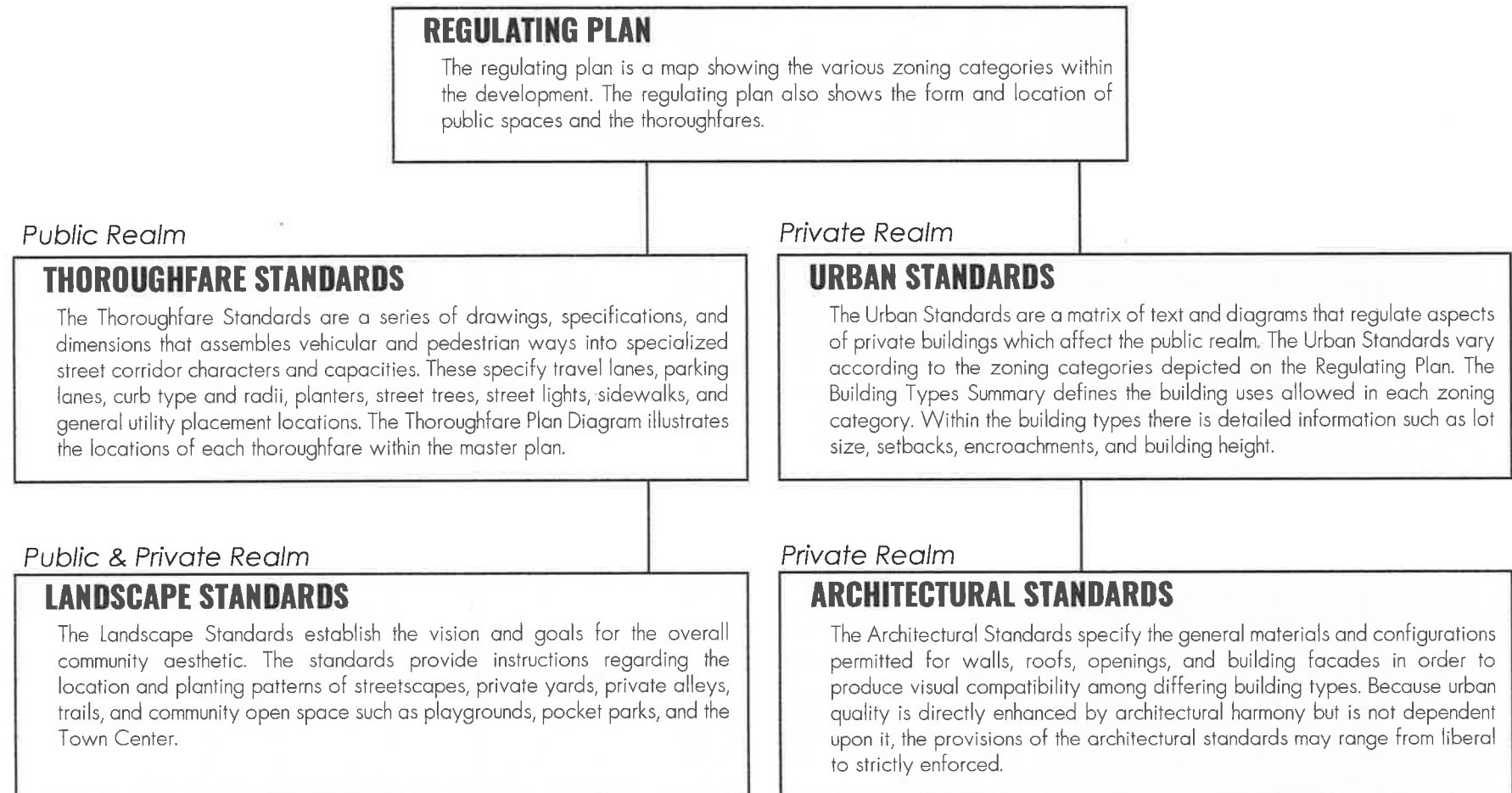
Amendments/waivers to provisions of this Code are considered unique and are not to set a precedent for future amendments/waivers. Amendments/waivers may be granted on the basis of hardship, merit, or excellence. Amendments/waivers regarding urban development structure and aesthetics shall be granted by the Town Urban Planner.

For amendments/waivers related to matters of health and safety, the Tulsa Planning Commission and City Council shall grant approval through the public hearing process. Major amendments, which would represent a significant departure from the approved development standards, shall require compliance with the notice and procedural requirements of the original Master Plan Development. Minor amendments to the MPD may be granted by Tulsa Planning Commission administratively so long as substantial compliance is maintained with the approved MPD and the purposes and standards of the MPD provisions hereof.

The following may be considered minor amendments for Tulsa Planning Commission approval:

- Adjustment of internal development area boundaries, provided the allocation of land to particular uses and the relationship of uses within the project are not substantially altered.
- Limitation or elimination of previously approved uses, provided the character of the development is not substantially altered.
- Addition to previously approved uses, provided the character of the development is not substantially altered.
- Modification of the internal circulation system, provided the system is not substantially altered.
- Changes in points of access, provided the traffic design and capacity are not substantially altered.

The Design Code is a series of prescriptions, some of which are mandatory and others which are only recommendations. Mandatory prescriptions are indicated by the verb shall. Recommendations are indicated by the verb should. Options that are allowed but neither recommended or discouraged are indicated by the verb may. The Design Code consists of five categories to be used in conjunction with one another that cover the entire range of environments ranging from the most public to the most private.



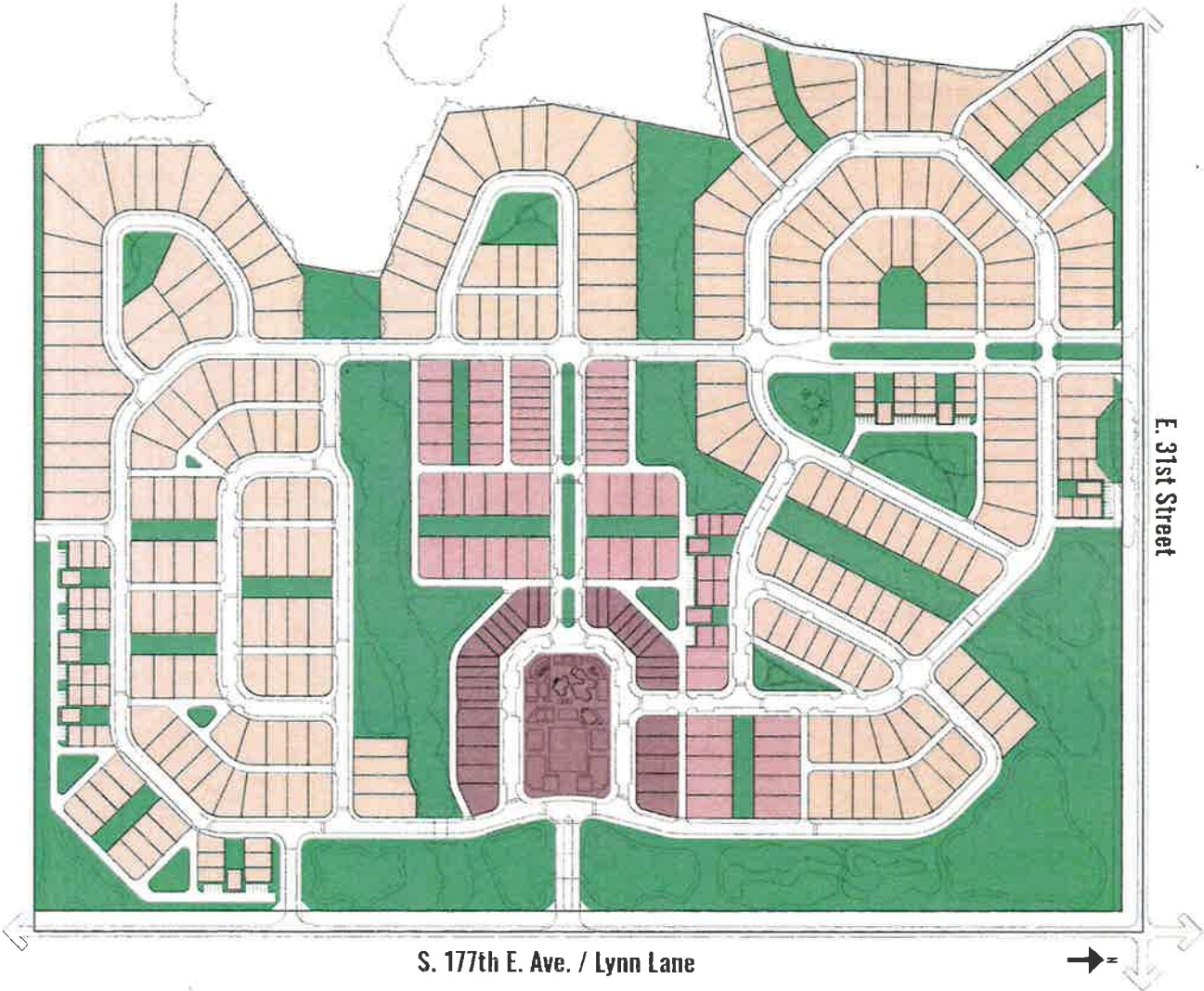
16.21

DIAGRAM - REGULATING PLAN

The regulating plan is a map showing the various district categories within the development. The regulating plan also shows the form and location of public spaces and the thoroughfares.

LEGEND

- Town Center District (TC)
- Neighborhood Center District (NC)
- General Neighborhood District (GN)
- Open Space






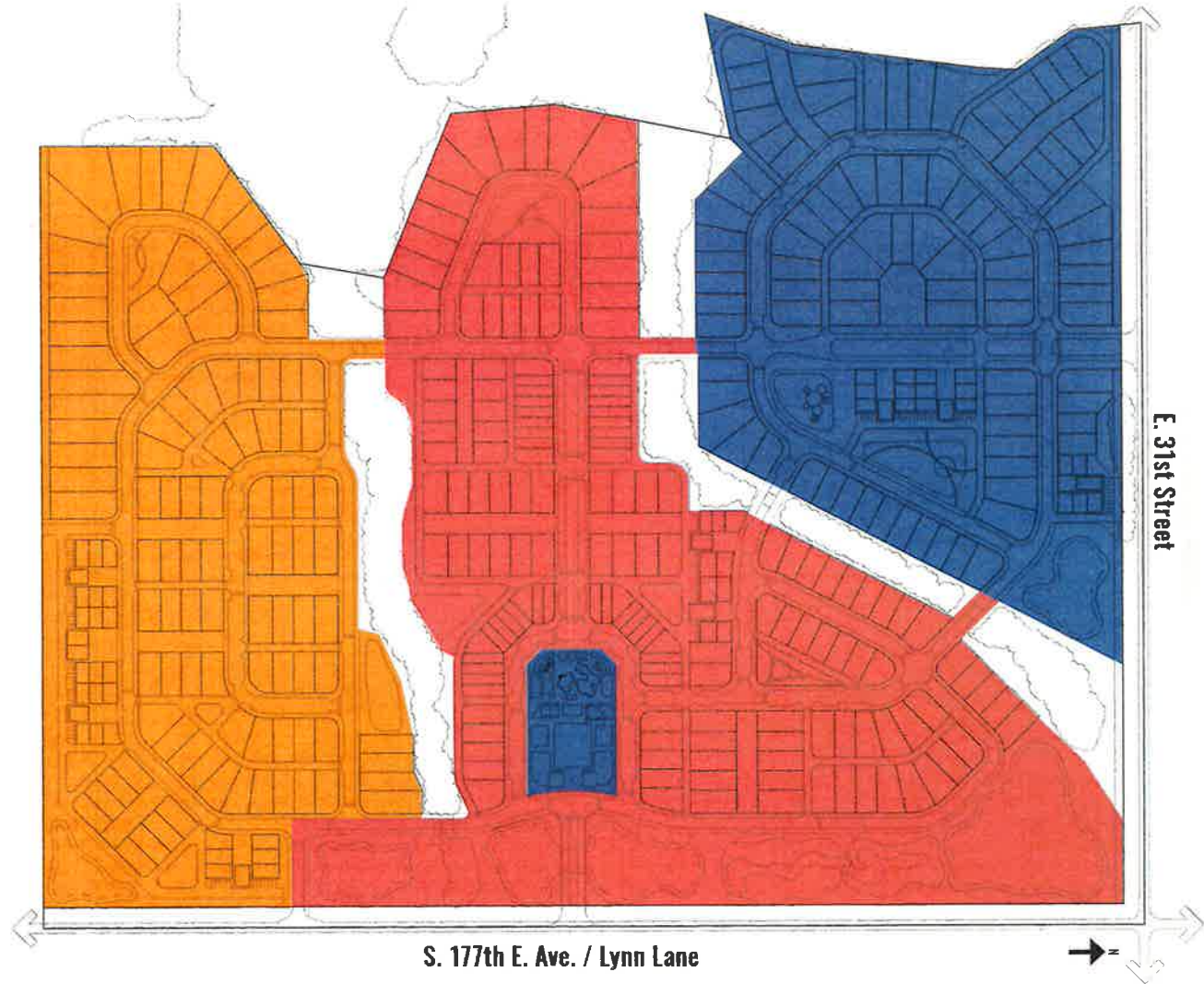
16-22

DIAGRAM - PHASING PLAN

The Phasing Plan depicts the anticipated development phasing for the Concord community. Development Phasing is subject to change based on project financing and market demand.

LEGEND

-  Phase 1
-  Phase 2
-  Phase 3



16.23

DIAGRAM - OPEN SPACE & DRAINAGE

The Open Space and Drainage diagram depicts the various types and locations of open space located throughout the development. Refer to the Landscape Standards section of this Code for specific requirements regarding each type of open space.

LEGEND

-  Floodplain Corridor
-  Community Open Space
-  Dry Detention/Pocket Park
-  Wet Detention Pond
-  Wetland Area

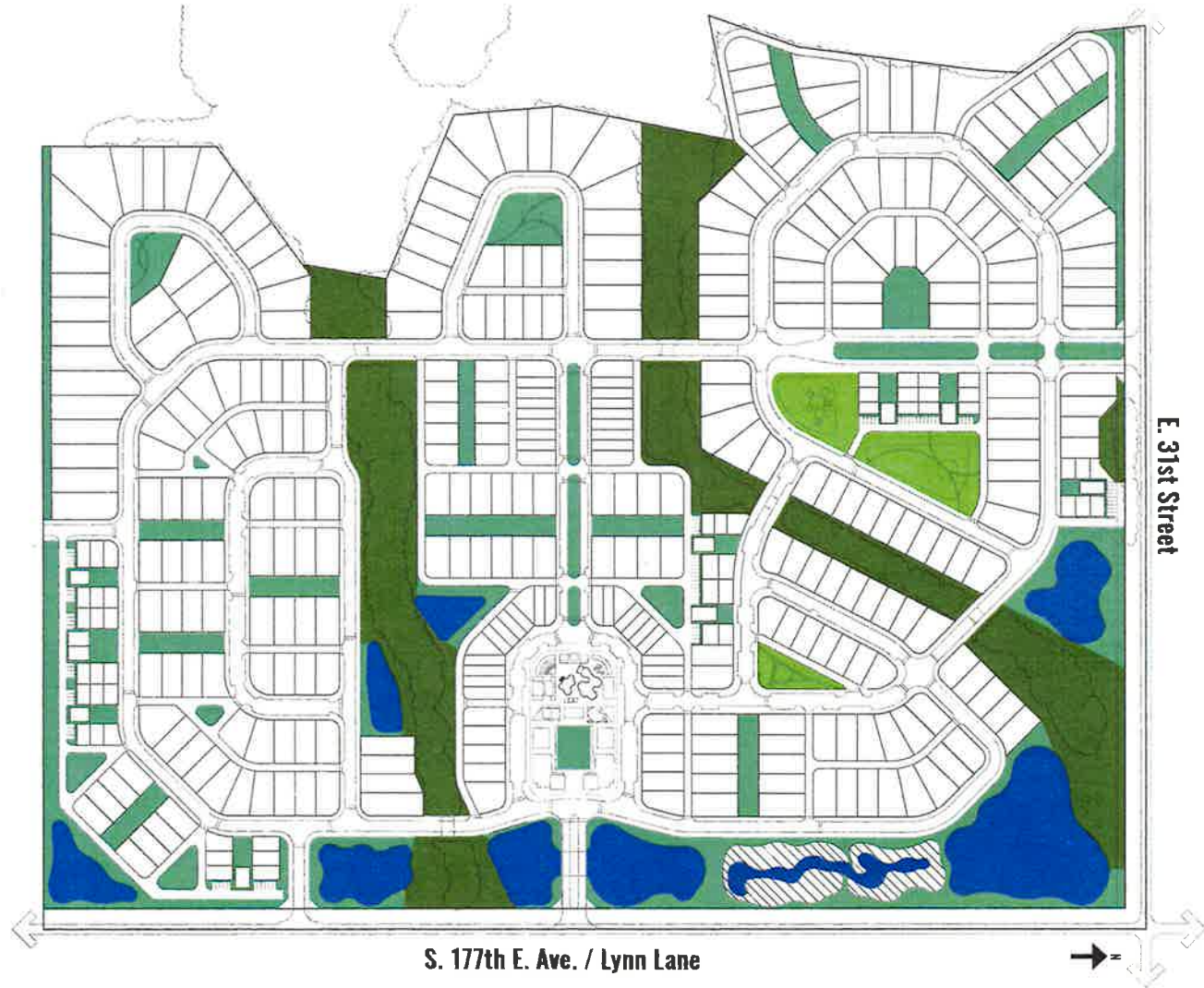


DIAGRAM - MASTER THOROUGHFARE PLAN

The Thoroughfare Standards are a series of drawings, specifications, and dimensions that assembles vehicular and pedestrian ways into specialized street corridor characters and capacities. These specify travel lanes, parking lanes, curb type and radii, planters, street trees, street lights, sidewalks, and general utility placement locations. The Thoroughfare Plan Diagram illustrates the locations of each thoroughfare within the master plan.

LEGEND

-  Residential Street A
-  Residential Street B
-  Town Center Main Street
-  Main Street Boulevard
-  Residential Boulevard
-  Private Lane
-  Private Lane with Fire Access



14.25

THOROUGHFARE STANDARDS

RESIDENTIAL STREET A

Overview

Residential Street A consists of the standard City of Tulsa fifty (50) right-of-way with twenty-six (26) feet of pavement that accommodates two-way vehicular traffic and one sided parallel on-street parking.

Curbs and Radii

The frontage utilizes roll up curbs drained by inlets. A maximum radius of twenty-five (25) feet shall be utilized at intersections.

Sidewalks and Landscaping

Five (5) foot minimum wide pedestrian sidewalks shall be located on both sides of the street. The landscaping shall consist of street trees planted in a seven (7) foot minimum planter strip located along the back of the curb. Landscaping shall not impede visibility within intersection site triangles.

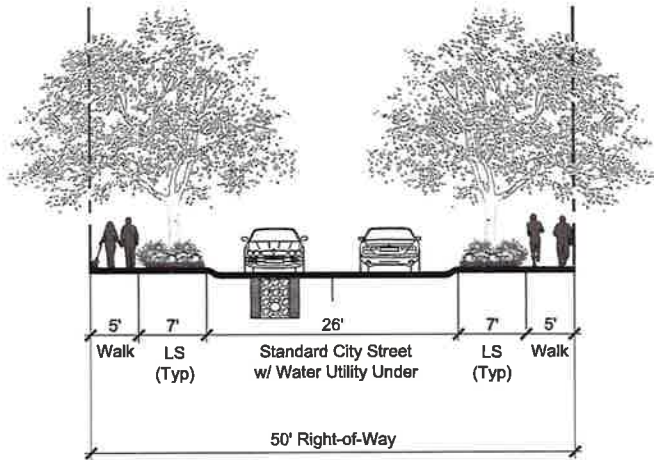
Utilities

Water line utilities shall be located in the drive lane or on-street parking paving area. Final placement should consider proximity to street trees and as much as possible ensure that future utility maintenance does not interfere with street tree plantings. Final dedication of right-of-way and specific utility locations are to be determined and approved during the Platting Phase of development.

LOCATION MAP

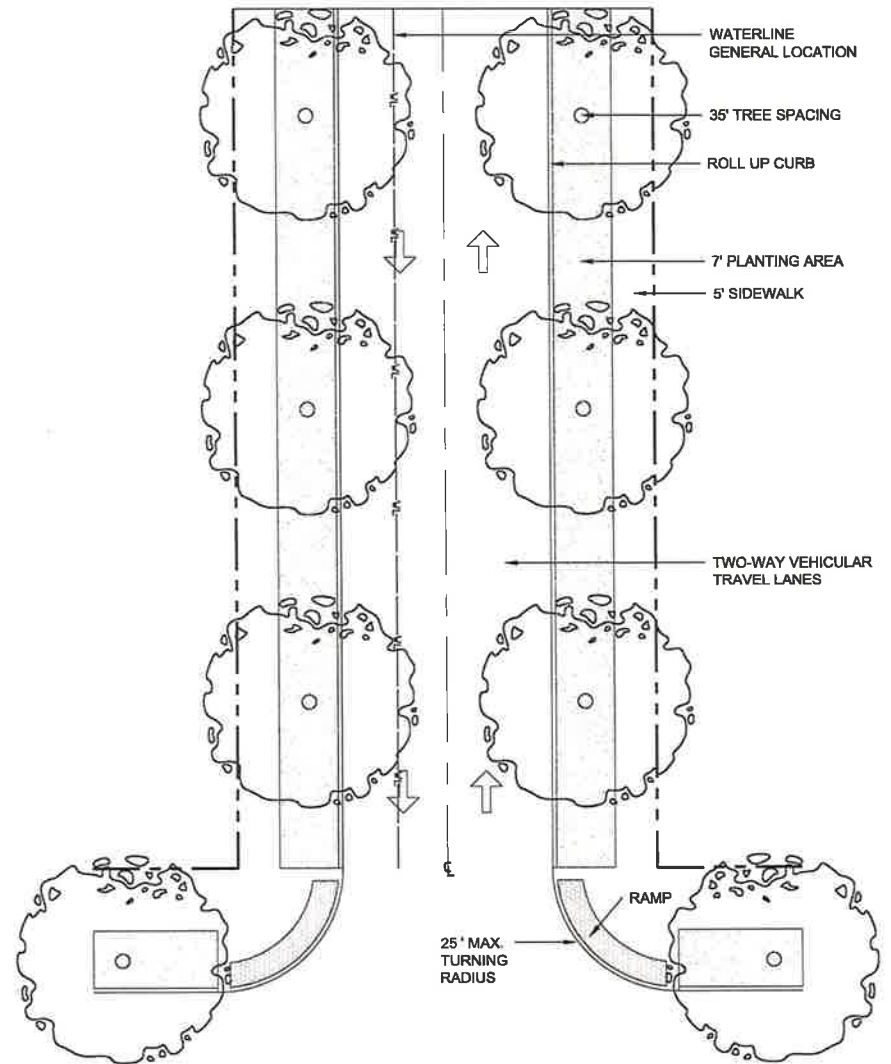


Note: The specific design for the neighborhood entry points located off S. 177th E. Ave./Lynn Lane is not included in this document. Final design of entry architectural elements, landscaping, number of lanes, and turning radii are to be determined during the platting phase of development.



RESIDENTIAL STREET A

Street Type:	Residential Street
Right-of-way Width:	50 ft.
Pavement Width:	26 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	13 ft.
Number of Parking Lanes:	1 sided parallel, not striped
Curb Type:	Roll up curb
Turning Radius:	25 ft. max.
Planter Width:	7 ft. min.
Street Tree Spacing:	Required, 35 ft. on center
Sidewalk Width:	5 ft. min., both sides of street
Utility Placement:	Water line to be located in the street paving area, engineering to determine final location



14.27

THOROUGHFARE STANDARDS

RESIDENTIAL STREET B

Overview

Residential Street B is designed with narrower travel lanes and dedicated on-street parking to slow vehicular traffic speeds, provide on-street guest parking in residential areas mostly served by alley access, and to create a more pedestrian friendly walking environment. The cross section is a sixty (60) foot wide right-of-way designed with two-way ten (10) foot wide drive lanes and dedicated eight (8) foot of on-street, parallel parking.

Curbs and Radii

The frontage utilizes roll up curbs drained by inlets. A maximum radius of twenty-five (25) feet shall be utilized at intersections.

Sidewalks and Landscaping

Five (5) foot wide minimum pedestrian sidewalks shall be located on both sides of the street. The landscaping shall consist of street trees planted in a seven (7) foot wide minimum planter strip located along the back of the curb. Landscaping shall not impede visibility within intersection site triangles.

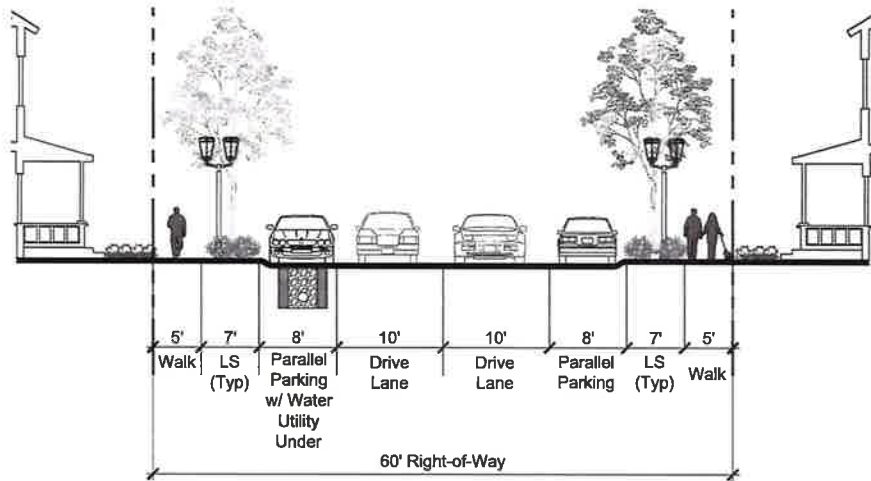
Utilities

Water line utilities shall be located in the drive lane or on-street parking paving area. Final placement should consider proximity to street trees and as much as possible ensure that future utility maintenance does not interfere with street tree plantings. Final dedication of right-of-way and specific utility locations are to be determined and approved during the Platting Phase of development.

LOCATION MAP

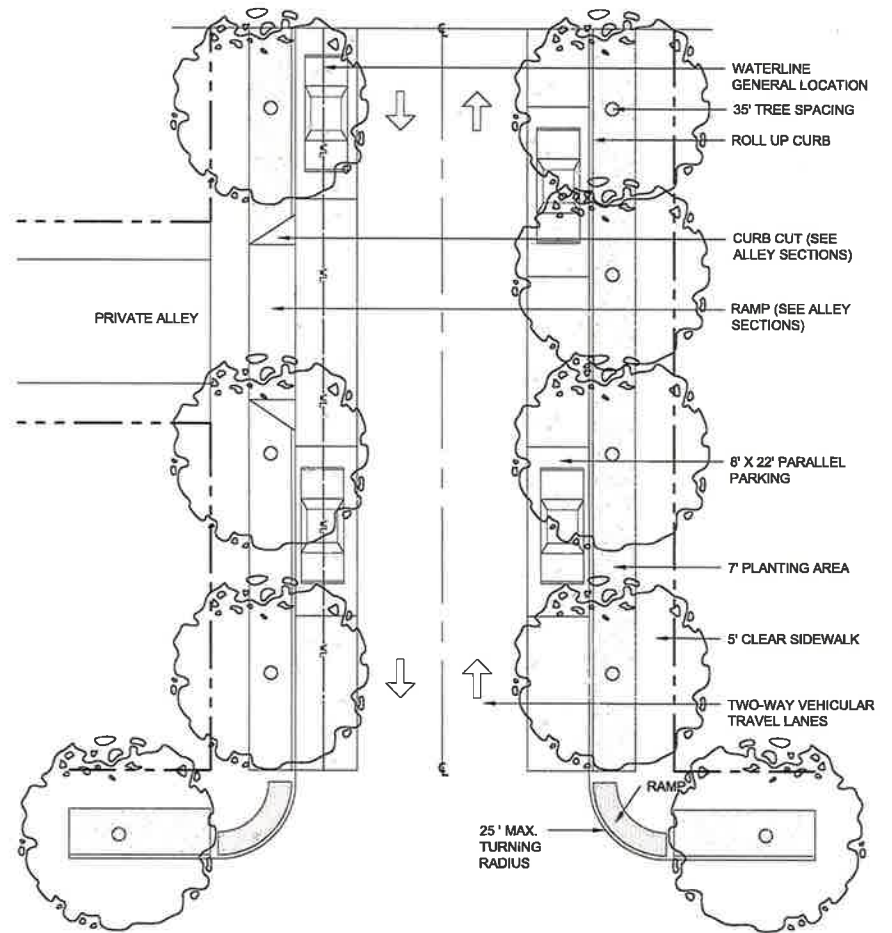


16.25



RESIDENTIAL STREET B

Street Type:	Residential Street
Right-of-way Width:	60 ft.
Pavement Width:	36 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	10 ft.
Number of Parking Lanes:	2 Sided Parallel, Striped
Curb Type:	Roll Up Curb
Turning Radius:	25 ft. max.
Planter Width:	7 ft. min.
Street Tree Spacing:	Required, 35 ft. on center
Sidewalk Width:	5 ft. min., both sides of street
Utility Placement:	Water line to be located in the street paving area, engineering to determine final location



14.29

THOROUGHFARE STANDARDS

TOWN CENTER MAIN STREET

Overview

Town Center Main Street is designed to reflect the character and pedestrian friendly atmosphere of a traditional downtown main street. The cross section is a sixty-five (65) foot right-of-way designed with two-way ten (10) foot wide drive lanes and designated eight (8) foot of on-street, parallel parking.

Curbs and Radii

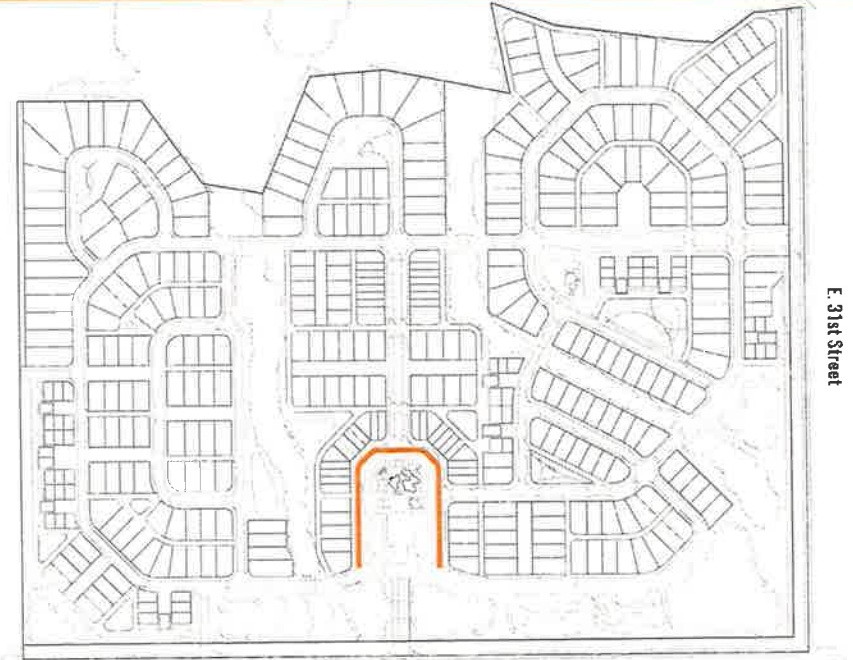
The frontage has raised vertical curbs drained by inlets. Curb bump outs with a maximum radius of fifteen (15) feet shall be utilized at intersections to create safer, shorter, and more visible pedestrian crossings. Special paving at intersections should be utilized to enhance the main street character and create a sense of arrival into the district.

Sidewalks and Landscaping

Streetscape amenities such as street trees, landscaping, pedestrian scaled lighting, and streetscape furniture is provided within a dedicated amenity zone space located on both sides of the street. This amenity zone creates separation from the vehicular lanes and ensures a clear walking zone for pedestrian traffic along the sidewalk. The commercial side of the street shall have a minimum of seventeen (17) foot wide sidewalk. Within that seventeen feet, a minimum of seven (7) feet from the back of curb shall be dedicated to the amenity zone. The residential side of the street shall have a minimum of five (5) foot wide sidewalk. Landscaping shall not impede visibility within intersection site triangles.

Landscaping on the commercial side of the street shall consist of single tree species with an upright form. Trees shall be planted in tree wells with either grates, ground cover and/or seasonal color, have a consistent spacing, and be limbed up to ensure clearance for pedestrians, storefronts and residential entries. Landscaping on the residential side has more flexibility in design and may use either tree wells with grates or linear planters to accommodate ground cover and seasonal color.

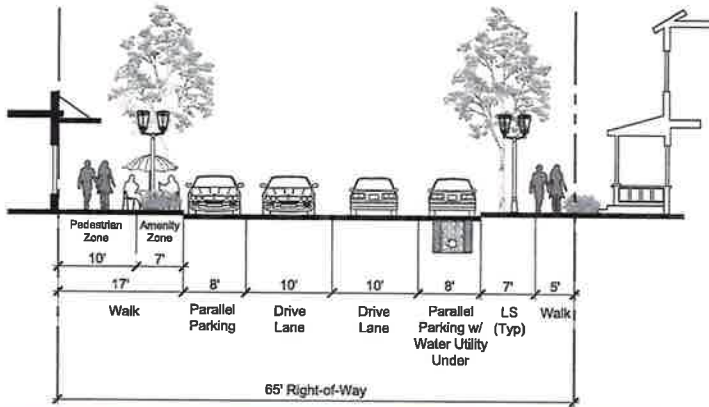
LOCATION MAP



S. 177th E. Ave. / Lynn Lane

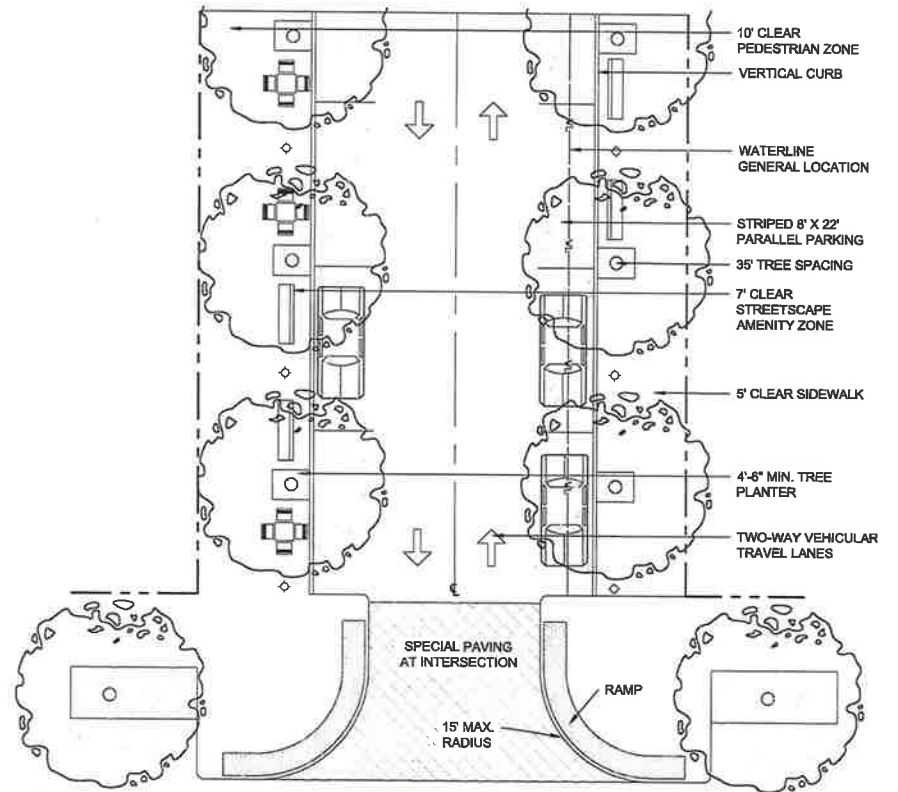
Utilities

Water line utilities shall be located in the drive lane or on-street parking paving area. Final placement should consider proximity to street trees and as much as possible ensure that future utility maintenance does not interfere with street tree plantings. Final dedication of right-of-way and specific utility locations are to be determined and approved during the Platting Phase of development.



TOWN CENTER MAIN STREET

Street Type:	Main Street
Right-of-way Width:	65 ft.
Pavement Width:	36 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	10 ft.
Number of Parking Lanes:	2 Sided Parallel, Striped
Curb Type:	Vertical Curb
Turning Radius:	15 ft. max.
Planter Width:	4'-6" min. Tree Planter on Commercial Side, Variable on Residential Side (see landscape description)
Street Tree Spacing:	Required, 35 ft. on center
Sidewalk Width:	5 ft. min. on Residential Side 17 ft. min. on Commercial Side
Utility Placement:	Water line to be located in the street paving area, engineering to determine final location



Precedent Image: Intersection of N. Boston Ave. & Brady Street in Tulsa, OK with intersection bump outs that utilize 15 ft. turning radii.



Precedent Image: Google street view of N. Boston Ave. & Brady Street intersection

THOROUGHFARE STANDARDS

MAIN STREET BOULEVARD

Overview

The Main Street Boulevard is designed to be an extension of the urban style Town Center Main Street thoroughfare but with a residential context located along both sides of its frontage. The boulevard is designed on a linear axis leading into the Town Center and helps to establish prominence and a sense of arrival into the more urban district of the community. The cross section is an eighty-five (85) foot wide right-of-way designed with two-way ten (10) foot wide drive lanes, dedicated eight (8) foot of on-street, parallel parking, and a twenty-seven (27) foot center island.

Curbs and Radii

The frontage utilizes roll up curbs drained by inlets. In order to provide consistency throughout the Town Center area, curb bump outs with a maximum radius of fifteen (15) feet shall be utilized at special intersections to create safer, shorter and more visible pedestrian crossings. Special paving at intersections should be utilized to enhance the main street character and create a sense of arrival into the district.

Sidewalks and Landscaping

Five (5) foot minimum wide pedestrian sidewalks shall be located on both sides of the street. The landscaping shall consist of street trees planted in a six (6) foot minimum planter strip located along the back of the curb. Trees shall be planted within the center island but shall not be planted within the ten (10) foot load bearing Fire Lane. The use of creative, low-impact stormwater solutions within planting areas are encouraged along the street and center median frontages. Landscaping shall not impede visibility within intersection site triangles.

Utilities

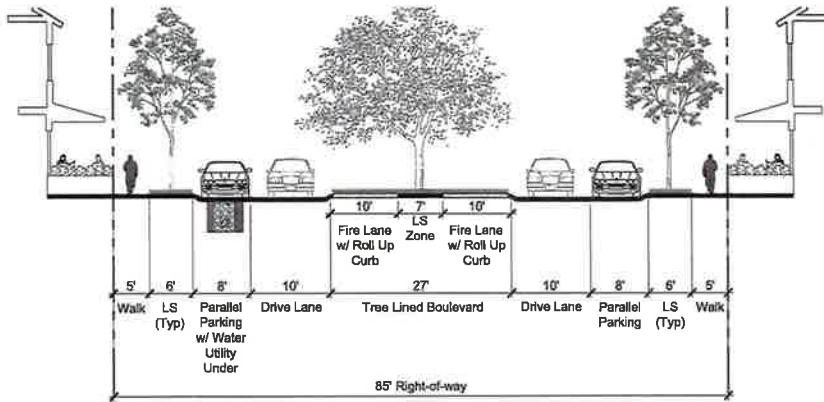
Water line utilities shall be located in the drive lane or on-street parking paving area. Final placement should consider proximity to street trees and as much as possible ensure that future utility maintenance does not interfere with street tree plantings. Final dedication of right-of-way and specific utility locations are to be determined and approved during the Platting Phase of development.

LOCATION MAP



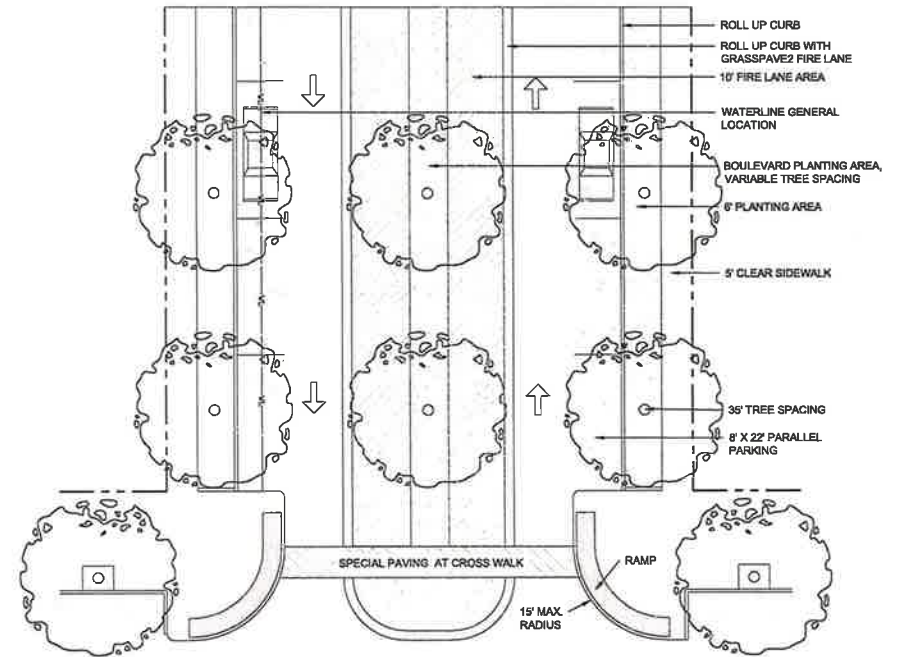
Special Provisions: Fire Lane

In order to accommodate a required twenty (20) foot clear fire lane, a roll up curb shall be utilized along the entire length of the center island and provide a ten (10) foot wide pervious, load bearing surface system on both sides of the island (refer to Private Lanes with Fire Access thoroughfare standards on page 28 for images of load bearing grass paving system).



MAIN STREET BOULEVARD

Street Type:	Boulevard
Right-of-way Width:	85 ft.
Pavement Width:	18 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	10 ft.
Number of Parking Lanes:	2 Sided Parallel, Striped
Curb Type:	Roll Up Curb
Turning Radius:	15 ft. max.
Planter Width:	6 ft. min. Planter & 27 ft. Center Median
Street Tree Spacing:	Required, 35 ft. on center Center Median Variable Spacing
Sidewalk Width:	5 ft. min., both sides of street
Utility Placement:	Water line to be located in the street paving area, engineering to determine final location
Special Provisions:	10 ft. pervious, load bearing surface, both sides of island



THOROUGHFARE STANDARDS

RESIDENTIAL BOULEVARD

Overview

The Residential Boulevard is designed as a prominent thoroughfare design feature into the Concord Hill community and is an extension of the community entrance located off of E. 31st Street. The boulevard's ample width is designed to provide linear community open space. The cross section is a one hundred and five (105) foot wide right-of-way designed with two-way thirteen (13) foot wide drive lanes, dedicated eight (8) foot on-street, parallel parking and a forty-one (41) foot wide center island.

Curbs and Radii

The frontage utilizes roll up curbs drained by inlets. A maximum radius of twenty-five (25) feet shall be utilized at intersections.

Sidewalks and Landscaping

Five (5) foot minimum wide pedestrian sidewalks shall be located on both sides of the street. The landscaping shall consist of street trees planted in a six (6) foot minimum planter strip located along the back of the curb. Trees shall be planted within the center island but shall not be planted within the seven (7) foot load bearing Fire Lane. The use of creative, low-impact stormwater solutions within planting areas are encouraged along the street and center median frontages. Landscaping shall not impede visibility within intersection site triangles.

Utilities

Water line utilities shall be located in the drive lane or on-street parking paving area. Final placement should consider proximity to street trees and as much as possible ensure that future utility maintenance does not interfere with street tree plantings. Final dedication of right-of-way and specific utility locations are to be determined and approved during the Platting Phase of development.

Special Provisions: Fire Lane

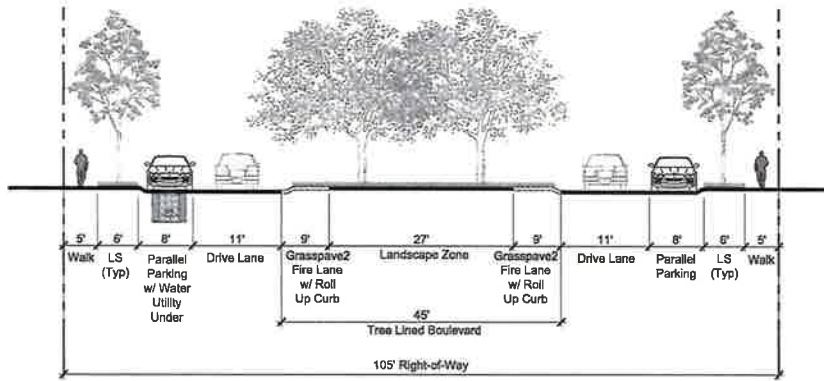
In order to accommodate a required twenty (20) foot clear fire lane, a roll up curb shall be utilized along the entire length of the center island and

LOCATION MAP



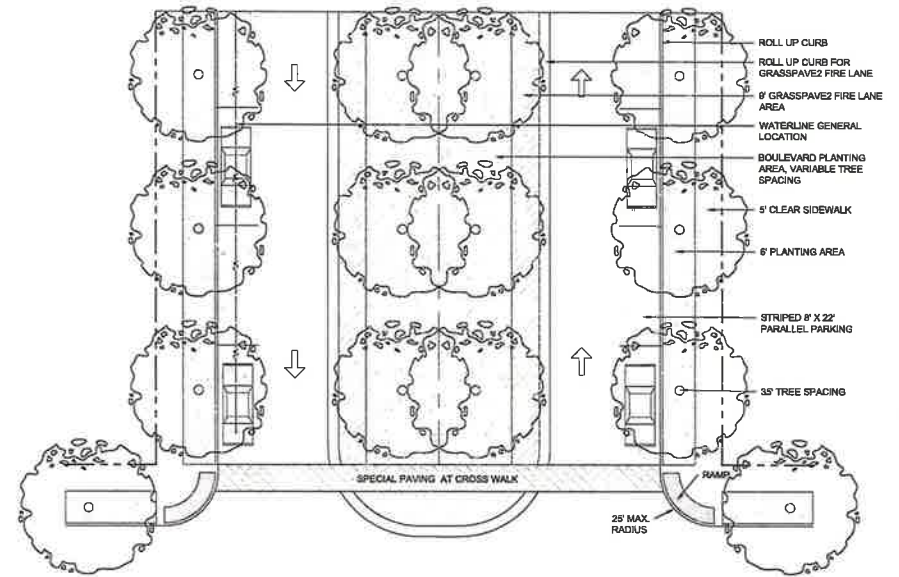
Note: The specific design for the neighborhood entry located off of E. 31st Street is not included in this document. Final design of entry architectural elements, landscaping, number of lanes, turning radii, and boulevard design are to be determined during the platting phase of development.

provide a seven (7) foot wide pervious, load bearing surface system on both sides of the island (refer to Private Lanes with Fire Access thoroughfare standards on page 28 for images of load bearing grass paving system).



RESIDENTIAL BOULEVARD

Street Type:	Boulevard
Right-of-way Width:	105 ft.
Pavement Width:	21 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	13 ft.
Number of Parking Lanes:	2 Sided Parallel, striped
Curb Type:	Roll Up Curb
Turning Radius:	25 ft. max.
Planter Width:	6 ft. min. Planter & 41 ft. Center Median with 7 ft. of pervious load bearing surface
Street Tree Spacing:	Required, 35 ft. on center Center Median Variable Spacing
Sidewalk Width:	5 ft. min., both sides of street
Utility Placement:	Water line to be located in the street paving area, engineering to determine final location
Special Provision:	7 ft. pervious, load bearing surface, both sides of island



Precedent Image: S. Madison Ave. located in mid town Tulsa's Maple Ridge Neighborhood with a 20 ft. wide center median and 16 ft. wide pavement for travel lanes and on-street parking.

THOROUGHFARE STANDARDS

PRIVATE LANE

Overview

Private Lanes are vehicular ways located to the rear of lots that provide access to service areas, parking, and outbuildings and also contain utility easements. The cross section contains sixteen (16) feet of pavement within a twenty (20) foot right-of-way. An additional five (5) foot min. setback for all structures on both sides of the private lane right-of-way ensures a total of thirty (30) feet clear area for utilities such as sanitary sewer and franchise utilities.

Curbs and Radii

In order to distinguish private lanes from residential streets, entrances from the street into private lanes shall utilize a flared, tapered curb cut design. Private Lanes shall not contain curbs and may be designed with inverted crowns at the center of the pavement for drainage.

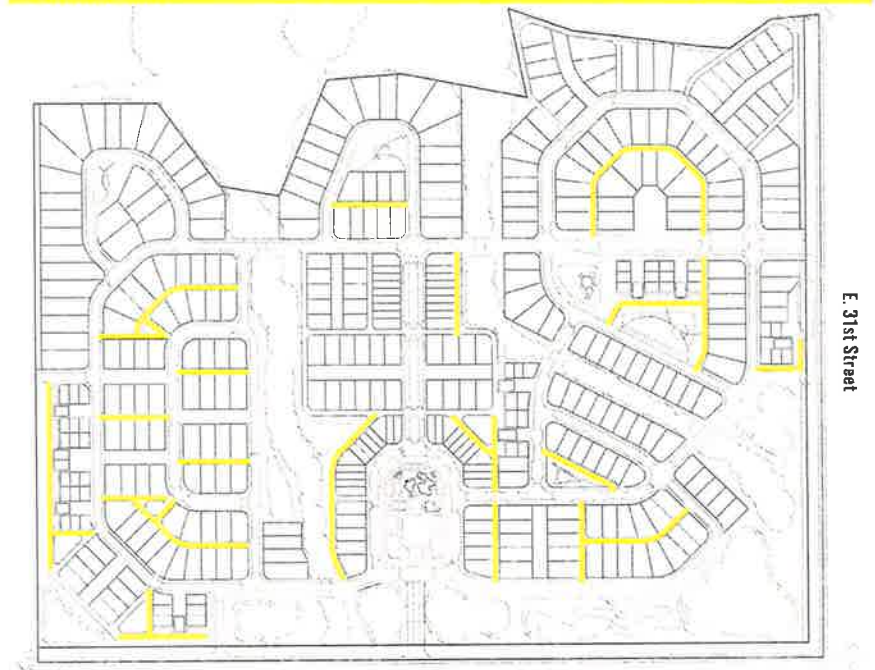
Landscaping

A five (5) foot minimum setback is required for all structures located within the private lane. A two (2) foot maximum overhang is permitted within the structure setback. Landscaping such as ornamental shrubs, grasses, and/or ground cover shall be planted within the structure setback to enhance the aesthetics and safety of rear private lanes. Landscaping shall not impede visibility within intersection site triangles.

Utilities

Sanitary sewer line utilities shall be located under the private lane pavement. A thirty (30) foot clear zone within the private lane provides space for rear yard utility easements and placement of franchise utilities.

LOCATION MAP



S. 177th E. Ave. / Lynn Lane

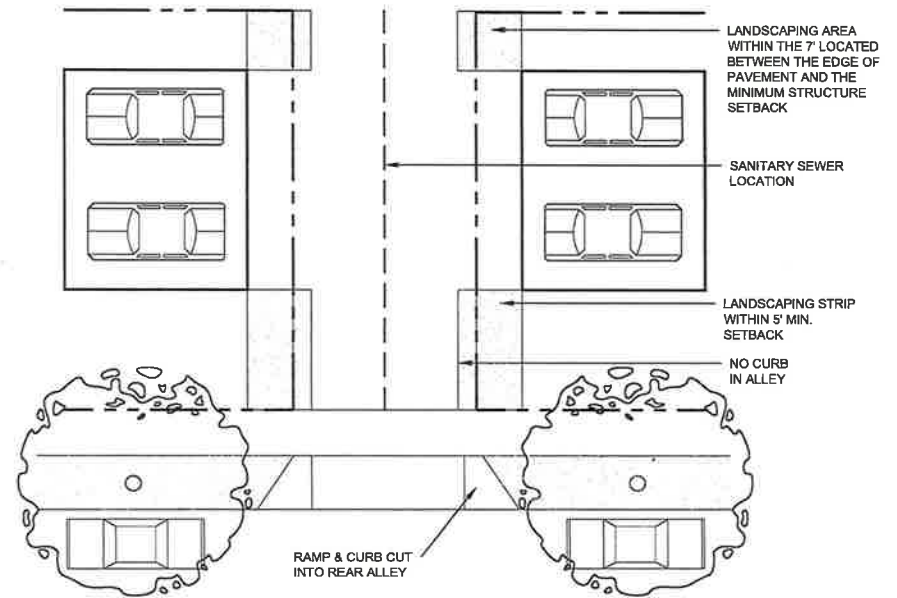
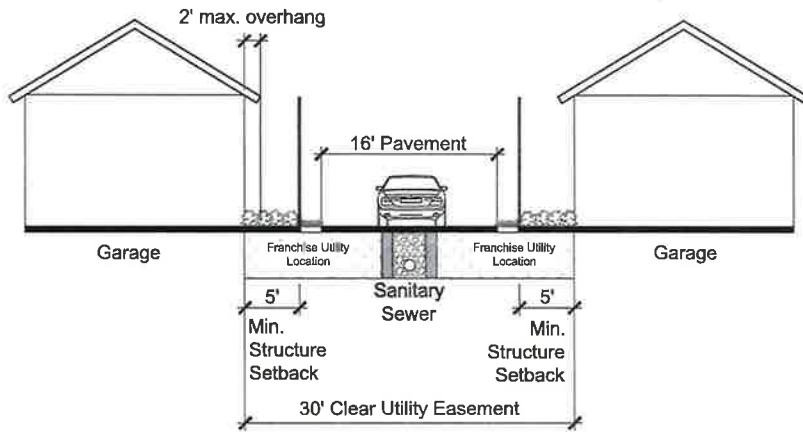


Precedent Image: Aerial image of private lane network in Daybreak, Utah New Urbanism development



Precedent Image: Inverted lane with 5' min. structure setbacks

14.36



PRIVATE ALLEY

Street Type:	Rear Lane
Right-of-way Width:	20 ft.
Pavement Width:	16 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	8 ft.
Number of Parking Lanes:	None
Curb Type:	None
Turning Radius:	Flared, Tapered Curb Cut
Planter Width:	7 ft. on both sides of pavement
Street Tree Spacing:	NA
Sidewalk Width:	NA
Utility Placement:	Sanitary sewer line in center of private lane paving Franchise utility easements to be located within the 30 ft. clear zone



Precedent Image: Street View of Private Lane in Daybreak, Utah showing tapered curb cut, landscaping, & 5' min. structure setback

THOROUGHFARE STANDARDS

PRIVATE LANES WITH FIRE ACCESS

Overview

Private Lanes with fire access are vehicular ways located to the rear of lots that provide access to service areas, parking, and outbuilding, contain utility easements and allows for fire truck emergency access. The cross section contains sixteen (16) feet of pavement within a twenty (20) foot right-of-way. An additional five (5) foot min. setback for all structures on both sides of the private lane right-of-way ensures a total of thirty (30) feet clear area for utilities such as sanitary sewer and franchise utilities.

Curbs and Radii

In order to distinguish private lanes from residential streets, entrances from the street into private lanes shall utilize a flared, tapered curb cut design. Private Lanes shall not contain curbs and may be designed with inverted crowns at the center of the pavement for drainage.

Landscaping

A five (5) foot minimum setback is required for all structures located within the private lane. A two (2) foot maximum overhang is permitted within the structure setback. Landscaping such as ornamental shrubs, grasses, and/or ground cover shall be planted within the setback to enhance the aesthetics and safety of rear alleyways. Landscaping shall not impede visibility within intersection site triangles.

Utilities

Sanitary sewer line utilities shall be located under the private lane pavement. A thirty (30) foot clear zone within the private lane provides space for rear yard utility easements and placement of franchise utilities.

Special Provisions: Fire Lane

Most lots within the development, whether accessed directly from the street or from a rear private lane accommodate emergency fire access directly from the street frontage, however, some private lanes within the development will need to function as Fire Lanes in order to meet emergency requirements. These private lanes have been identified on the Master Thoroughfare Plan and shall provide an additional two (2) feet of pervious, load bearing surface system on both sides of the sixteen (16) of pavement, for a total of twenty (20) feet, in order to accommodate fire trucks within a private lane.

LOCATION MAP



S. 177th E. Ave. / Lynn Lane

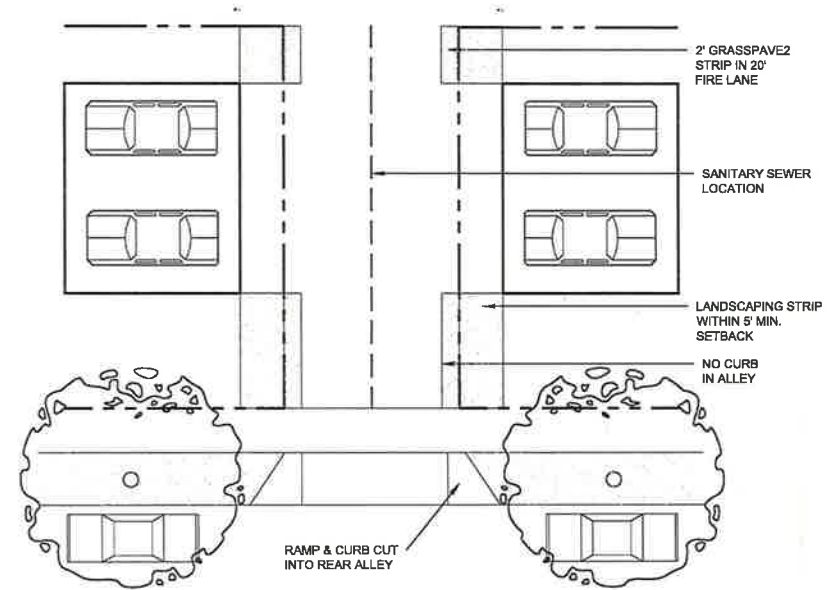
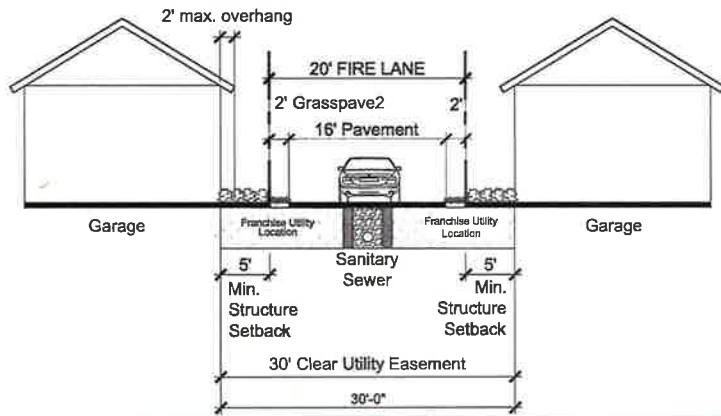


Grasspave2 product is a pervious, load bearing surface system used for fire, utility, and emergency access lanes.



Grasspave2 product being installed in a fire lane.

14.3F



PRIVATE ALLEY

Street Type:	Rear Lane
Right-of-way Width:	20 ft.
Pavement Width:	16 ft.
Traffic Flow:	Two Way
Traffic Lane Width:	8 ft.
Number of Parking Lanes:	None
Curb Type:	None
Turning Radius:	Flared, Tapered Curb Cut
Planter Width:	7 ft. total
Street Tree Spacing:	NA
Sidewalk Width:	NA
Utility Placement:	Sanitary sewer line in center of alley paving Franchise utility easements to be located within the 30 ft. clear zone
Special Provision:	2 ft. pervious, load bearing surface, both sides of pavement



Grasspave2 Fire Lane approved and installed at the Society of Geophysicist Corporate Headquarters, 8801 S. Yale in Tulsa, OK.




14.39

URBAN STANDARDS

OVERVIEW

The Urban Standards are a matrix of text and diagrams that regulate those aspects of private buildings which affect the public realm. The Urban Standards vary according to the zoning district identified on the Regulating Plan. The Summary Table defines the Building Type that is permitted within each zoning district. Within each Building Type, there are detailed standards and design guidelines that address lot sizes, setbacks, encroachments, building height, and other specific urban provisions.

LEGEND

-  Town Center District (TC)
-  Neighborhood Center District (NC)
-  General Neighborhood District (GN)
-  Open Space



SUMMARY TABLE 1.0

ZONING DISTRICT	DETACHED HOUSE	BUNGALOW COURT	COTTAGE COURT	DUPLEX	TOWNHOUSE	MULTI-UNIT HOUSE	MIXED-USE BUILDING
							

A detached house is a single-family residence on its own lot. Garages and/or surface parking shall be provided in the rear yard and, if possible, accessed from a private lane. Parking may be accessed from the front setback if urban provisions are adhered to.

A Bungalow Court is a series of single-family dwellings that front a linear shared green space. The Bungalow Court accommodates parking in the rear.

A Cottage Court is a small single-family dwelling on a small lot that is clustered around a common open space or shared courtyard. Cottage Courts may share one or more outbuildings. Surface parking shall be provided and accessed via a rear private lane.

A Duplex is a residential building occupied by 2 dwelling units, both which are located on a single lot that is not occupied by other principal residential buildings. Units are attached and may be located on separate floors, side-by-side, or front to back.

A Townhouse is a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line of a lot. Townhouses accommodate parking in the rear via a private lane.

A Multi-Unit House is a principal residential building that contains 3 or 4 dwelling units that share common walls and/or common floors/ceilings. Multi-unit houses have the appearance of large detached house.

A Mixed-Use Building is a principal building occupied by one or more commercial, office, and/or entertainment uses. One or more residential dwelling units may be located above the ground floor use.

TOWN CENTER	X			X	X	X	X
NEIGHBORHOOD CENTER		X	X	X	X	X	
GENERAL NEIGHBORHOOD	X	X	X	X			

16.41

URBAN STANDARDS

DETACHED HOUSE

Overview

A detached house is a principal residential building, other than a manufactured housing unit or mobile home, that contains only one dwelling unit and that is located on a single lot that is not occupied by other principal residential buildings. Detached houses are not attached to and do not abut other dwelling units.

Urban Provisions

Principal Building and Yards

- A Detached House shall be oriented to and have a main entry accessible from the primary street.
- Stoops, balconies, porches, and bay windows may encroach within the front yard and corner lot side yard setbacks but shall provide a 5' min. setback from the public right-of-way.
 - Where possible, buildings located on corner lots should utilize porches and stoops that wrap the corner of the structure in order to provide a residential entrance/presence along both street frontages.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

Parking

- Parking shall be 2 spaces minimum per unit on each individual lot
- Front loaded driveways are permitted on lots with widths of 45 feet or greater.
 - Front loaded garage doors shall be recessed from the primary building facade a minimum of 20 feet.
 - Units with front loaded garages are highly encouraged to utilize detached and/or attached garages that set toward the back of the lot or garages that are turned to the side where the doors do not directly face the street frontage.
 - Front loaded driveways shall have a 20' maximum pavement width
- For lots with parking access off of a rear private lane, the maximum driveway paving width shall be no larger than 1' either side of the garage door.
- Parking within the private lane drive aisle is not permitted.

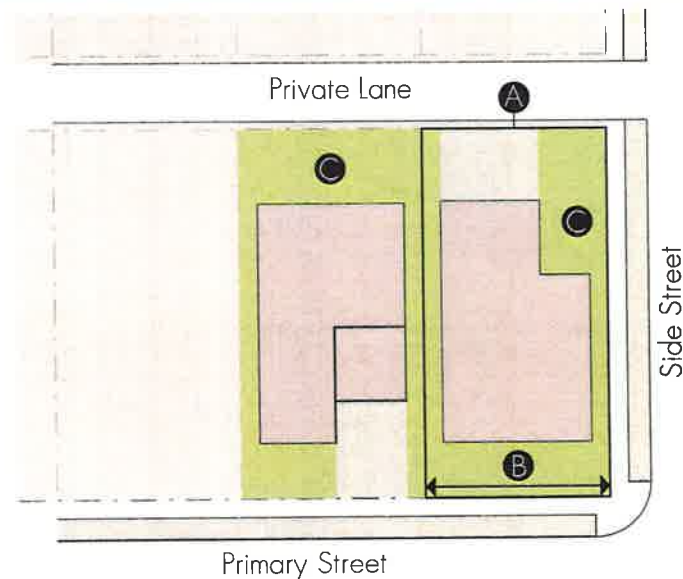
Open Space

- A Detached House shall provide 15% min. of the total lot area as open space.
 - Lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.

Special Standards

- Front loaded driveways shall not be permitted within the Town Center District. All parking shall be accessed via a rear private lane.

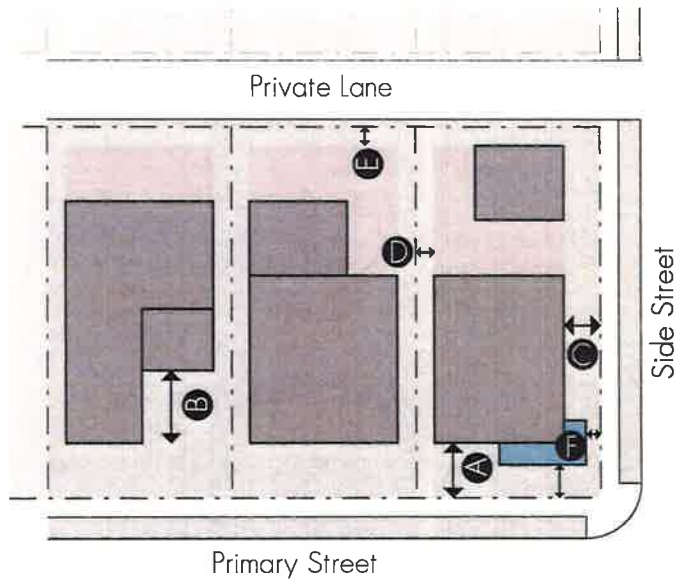
LOT PARAMETERS



Lot	Area	Width
Single-unit detached	4,500 SF min.	45' min.
Open Space		Required
Open Space per Unit (15% min. of total lot area)		675 sq. ft. min.
Height		
Maximum height		35' max.

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

BUILDING PLACEMENT



Building Setbacks

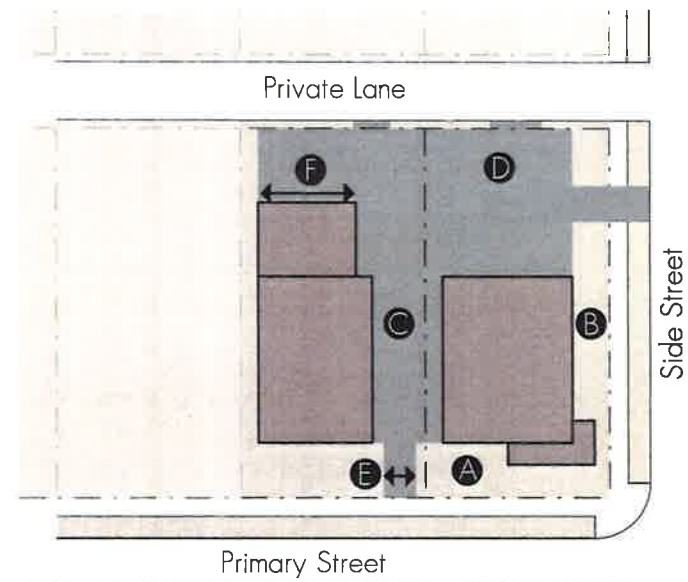
A	Primary street: principal structure	10' min./20' max.
B	Primary street: garage	20' min. from primary building facade
C	Side street	10' min.
D	Side: common lot line or side private lane	5' min.
E	Rear: common lot line or rear private lane	5' min.
F	Front & side encroachment	5' min.. from ROW

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

TULSA, OKLAHOMA

CONCORD: MASTER PLAN DEVELOPMENT STANDARDS

ACCESS & PARKING LOCATION



Access

With rear private lane: new street curb-cuts per lot	None
With no rear private lane: new street curb-cuts per lot	E 1 max, 15' max. driveway width
With rear private lane:	F Paving width max. is equal to 1' either side of garage door width

Parking Location

A	Primary street yard	Not allowed
B	Side street yard	Not allowed
C	Side yard	Allowed
D	Rear yard	Allowed

16.43

URBAN STANDARDS

BUNGALOW COURT

Overview

A Bungalow Court is a series of single-family dwellings that front a linear shared green space. Generally, there are two different approaches for how the building unit can be positioned on the lot. Option one has buildings shifted to one side of the lot so that there is a more usable side yard on one side of the house and no yard on the other side. Option two has buildings with standard side yard setbacks on both sides of the common lot line. The Bungalow Court accommodates parking in the rear.

Urban Provisions

Principal Building and Yards

- Bungalow Court houses shall be oriented to and have a main entry onto a linear green that is accessible by all residents in the Bungalow Court development.
- Porches that front the linear greenbelt are required
 - Where possible, buildings located on corner lots that abut a primary street should utilize a larger setback and have porches and/or stoops that wrap the corner of the structure in order to provide a residential entrance/presence along both the street and the linear green frontages.
- Front loaded garage are not permitted
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

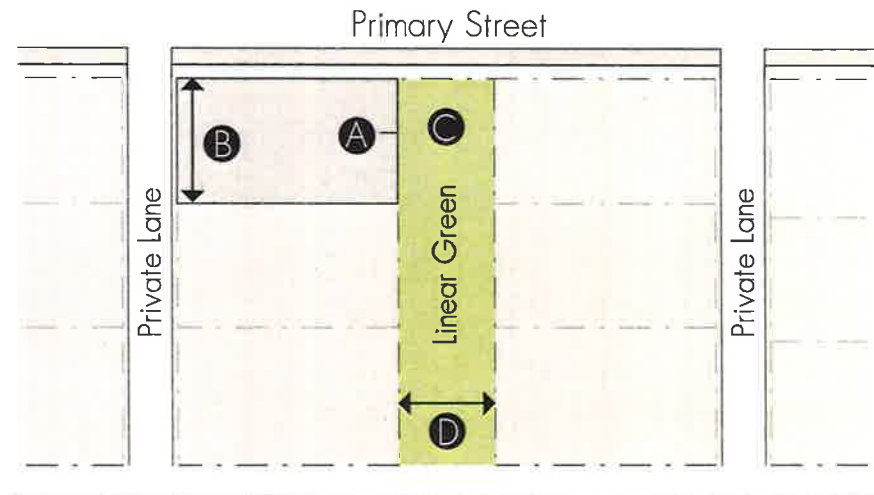
Parking

- Parking shall be 2 spaces minimum per unit on each individual lot
 - Parking shall be accessed via a rear private lane.
 - Driveway paving width shall be no larger than 1' either side of the garage door width.
- Parking within the private lane drive aisle is not permitted.

Open Space

- A Bungalow Court shall provide 15% min. open space per lot
 - lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.
- The total required open space shall be provided in a front yard, linear common green with a minimum width of 35'.
- Linear greens shall provide required landscaping as outlined in the neighborhood covenants and restrictions.

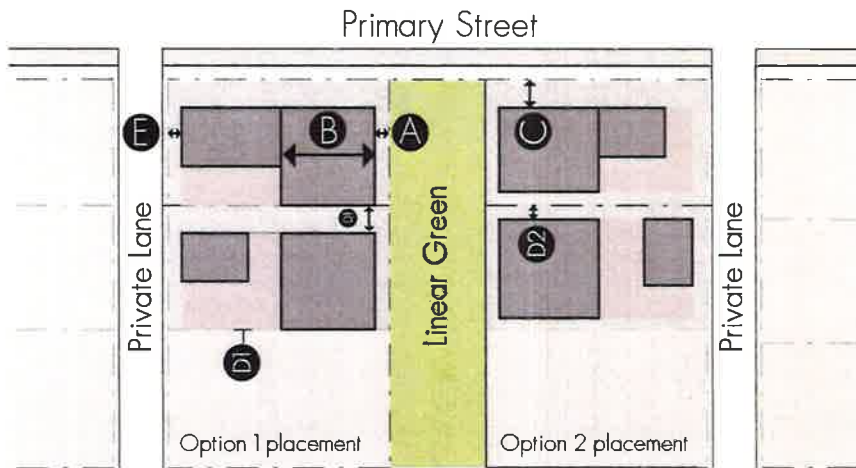
LOT PARAMETERS



Lot	Area	Width
Single-unit detached	3,200 SF min.	40' min.
Open Space	Required	
Common space (15% min. of each lot provided in a common linear green)	480 sq. ft. min., per lot	35' min. width
Height	Maximum height	
	35' max.	

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

BUILDING PLACEMENT

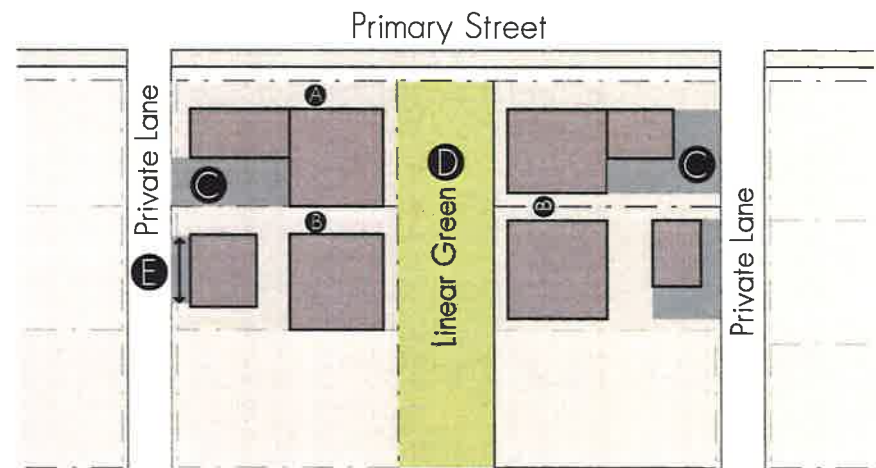


Building Setbacks

Ⓐ Linear green: principal structure	5' min./15' max
Ⓑ Linear green: accessory structure	40' min.
Ⓒ Primary street	10' min.
Ⓓ Side Option 1: common lot line	0' min. with 10' total separation
Ⓔ Side Option 2: common lot line	5' min.
Ⓔ Rear: common lot line/private lane	5' min.

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

ACCESS & PARKING LOCATION



Access

With private lane: new curb-cuts per lot Ⓔ 1 max, paving width max. is equal to 1' either side of garage door.

Parking Location

Ⓐ Primary street yard	Not allowed
Ⓑ Side yard	Not Allowed
Ⓒ Rear yard	Allowed
Ⓓ Linear green	Not Allowed

URBAN STANDARDS

COTTAGE COURT

Overview

A Cottage Court is a small single-family dwelling on a small lot that is clustered around a common open space or shared courtyard. Cottage Courts may share one or more outbuildings. Surface parking shall be provided and accessed via a rear yard alley.

Urban Provisions

Principal Building and Yards

- Cottage Court development must contain at least 4 and no more than 10 houses arranged around at least two sides of a courtyard or common open space.
- Cottage Court houses shall be oriented to and have a main entry onto a courtyard or common green space area that is accessible by all residents in the cottage court development.
- Stoops and porches that front the common green are highly encouraged
 - Where possible, buildings located on corner lots that abut a primary street should utilize a larger setback and have porches and/or stoops that wrap the corner of the structure in order to provide a residential entrance/presence along both the street and the common green frontages.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

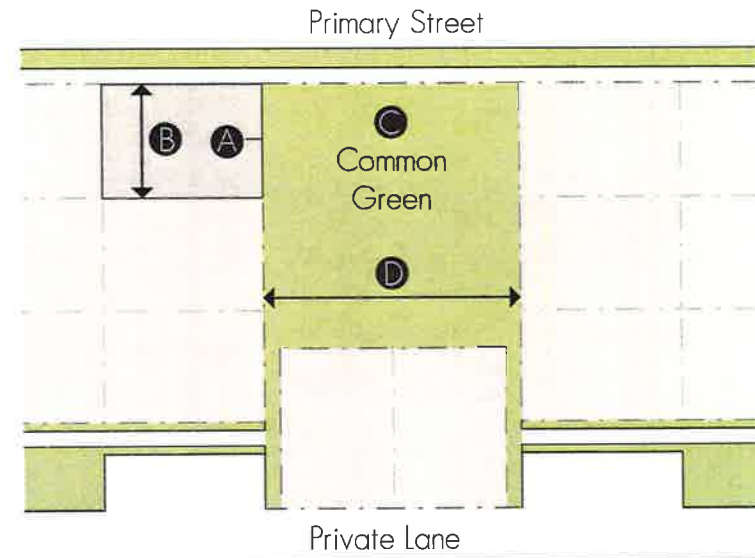
Parking

- Parking shall be 1 space minimum per unit
 - Parking shall be accessed via a rear private lane and provided in a shared surface lot and/or a shared garage/covered space.
- Parking within the private lane drive aisle is not permitted.

Open Space

- A Cottage Court shall provide 15% min.. open space per lot.
 - lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.
- The total required open space shall be provided in a front yard, common green with a minimum width of 45'.
- Linear greens shall provide required landscaping as outlined in the neighborhood covenants and restrictions.

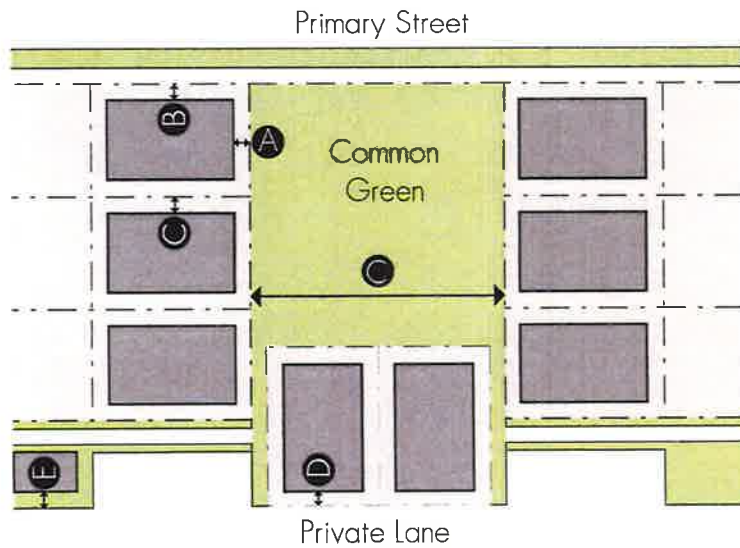
LOT PARAMETERS



Lot	Area	Width
Single-unit detached	1,750 SF min..	35' min.
Open Space	Required	
Common space (15% min.. of each lot provided in a common green)	● 263 sq. ft. min., per lot	
	● 45' min.. width	
Height		
Maximum height		35' max.

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

BUILDING PLACEMENT

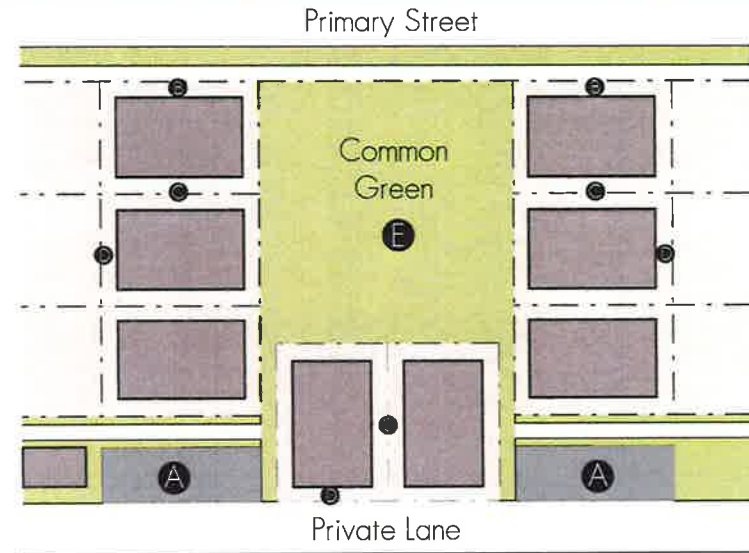


Building Setbacks

A	Linear green: principal structure	5' min./10' max
B	Primary street	10' min.
C	Side: common lot line or side private lane	5' min.
D	Rear: common lot line or rear private lane	5' min.
E	Rear: accessory structure/covered parking	5' min.

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

ACCESS & PARKING LOCATION



Access

A	With alley: surface parking off private lane	1 space/unit min.
---	--	-------------------

Parking Location

B	Primary street yard	Not allowed
C	Side yard	Not Allowed
D	Rear yard	Not Allowed
E	Common green	Not Allowed

URBAN STANDARDS

DUPLEX

Overview

A Duplex is a principal residential building occupied by 2 dwelling units, both which are located on a single lot that is not occupied by other principal residential buildings. Units are attached and may be located on separate floors, side-by-side, or front to back.

Urban Provisions

Principal Building and Yards

- A Duplex units shall be oriented to and have its main entries accessible from the primary street.
- Stoops, balconies, porches, and bay windows may encroach within the front yard and corner lot side yard setbacks but shall provide a 5' min.. setback from the public right-of-way.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.
- *Side common yard setbacks shall be 5' min. unless a driveway/parking court is shared between adjacent properties.

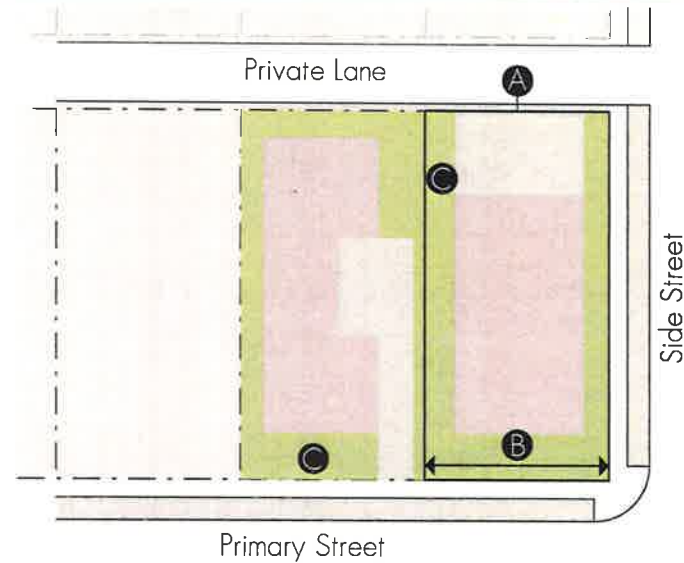
Parking

- Parking shall be 2 spaces minimum per unit on each individual lot
- Street facing garage doors on a Duplex unit are prohibited.
 - Garage doors accessed from a front driveway shall be turned to the side of the unit.
 - Front loaded driveways are permitted but shall have a 15' max. pavement width.
- For lots with parking access off of a rear private lane, the maximum driveway paving width shall be no larger than 1' either side of the garage door width.
- Parking within the private lane drive aisle is not permitted.

Open Space

- A Detached House shall provide 15% min.. of the total lot area as open space.
 - Lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.

LOT PARAMETERS

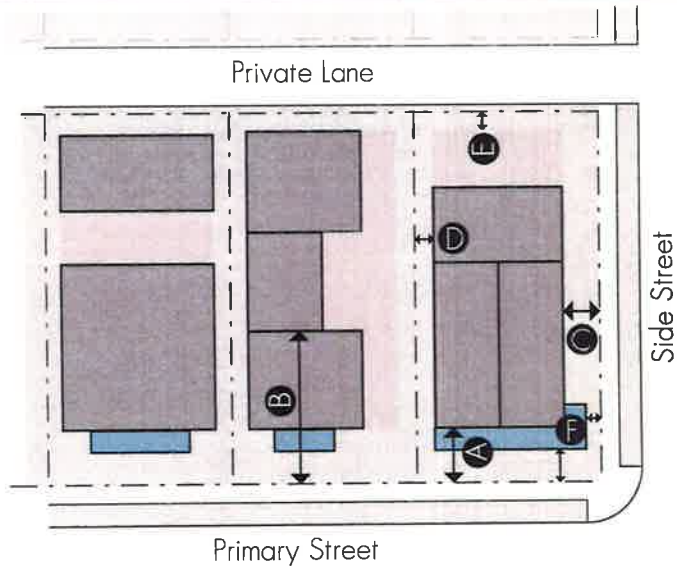


Lot	A Area	B Width
Single-unit detached	5,000 SF min..	50' min.
Open Space		Required
● Open Space per Unit (15% min.. of total lot area)		750 sq. ft. min.
Height		
Maximum height		35' max.

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

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BUILDING PLACEMENT

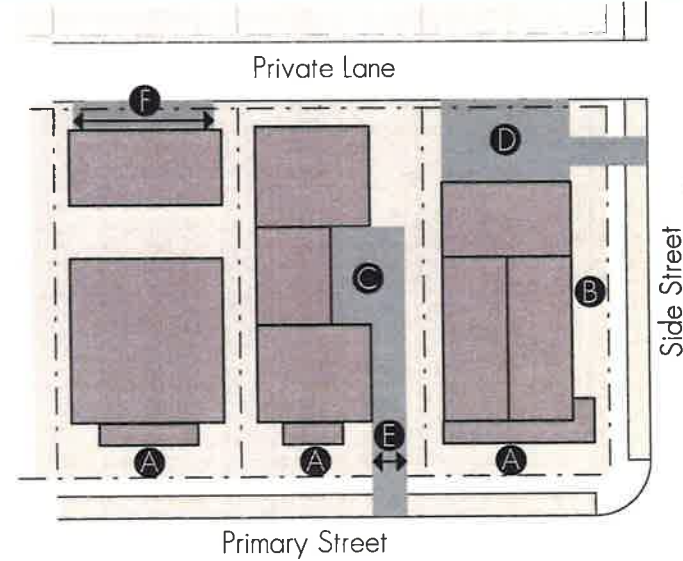


Building Setbacks

Ⓐ Primary street: principal structure	10' min./20' max.
Ⓑ Primary street: garage	50' min.
Ⓒ Side street	10' min.
Ⓓ *Side: common lot line or side private lane	5' min.
Ⓔ Rear: common lot line or rear private lane	5' min.
Ⓕ Front & side encroachment	5' min., from ROW

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

ACCESS & PARKING LOCATION



Access

With private lane: new street curb-cuts per lot	None
With no private lane: new street curb-cuts per lot	Ⓔ 1 max., 15' max front driveway width
With private lane:	Ⓕ paving width max. is equal to 1' either side of garage door.

Parking Location

Ⓐ Primary street yard	Not allowed
Ⓑ Side street yard	Not allowed
Ⓒ Side yard	Allowed
Ⓓ Rear yard	Allowed

URBAN STANDARDS

TOWNHOUSE

Overview

A Townhouse is a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line of a lot. Townhouses should be located in more urban areas. Parking shall be accommodated in the rear.

Urban Provisions

Principal Building and Yards

- Townhouses shall be oriented to and have a main entry accessible from the primary street.
- Stoops, balconies, porches, and bay windows may encroach within the front yard and corner lot side yard setbacks.
- Townhouses must be affixed to a permanent foundation.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

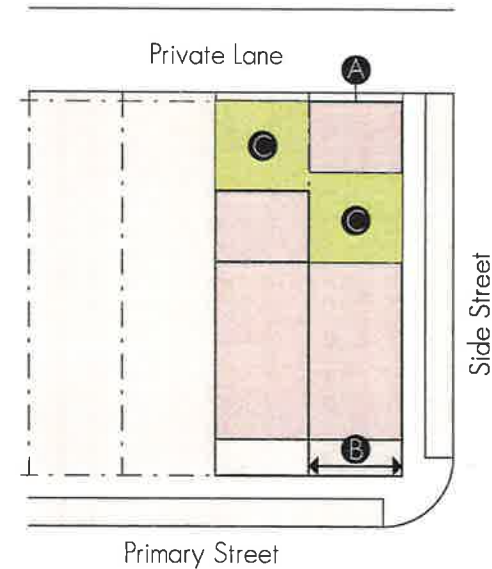
Parking

- Parking shall be 2 spaces minimum per unit on each individual lot
- Front loaded driveways are prohibited.
- Parking shall be accessed via a rear private lane.
 - The maximum driveway paving width shall be no larger than 7' either side of the garage door width.
- Parking within the private lane drive aisle is not permitted.

Open Space

- A Townhouse shall provide 15% min. of the total lot area as open space.
 - Lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.
 - * For townhouses located within the Town Center District, required open space may be provided on each townhouse lot or may be provided in outdoor common areas within the Town Center as designated on the recorded plat or in a separately recorded legal instrument. For townhouses located within the Neighborhood Center District, required open space shall be provided on each lot.

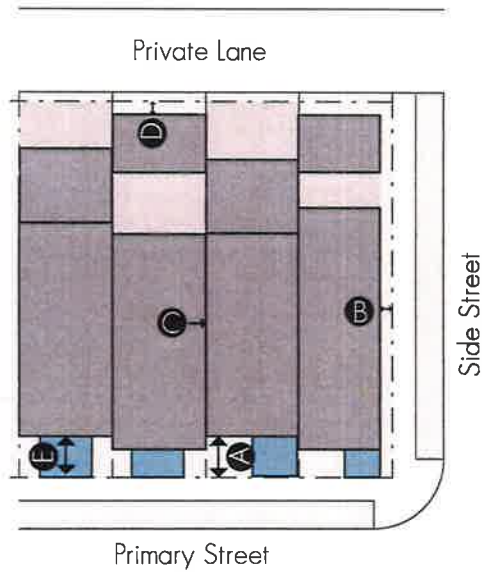
LOT PARAMETERS



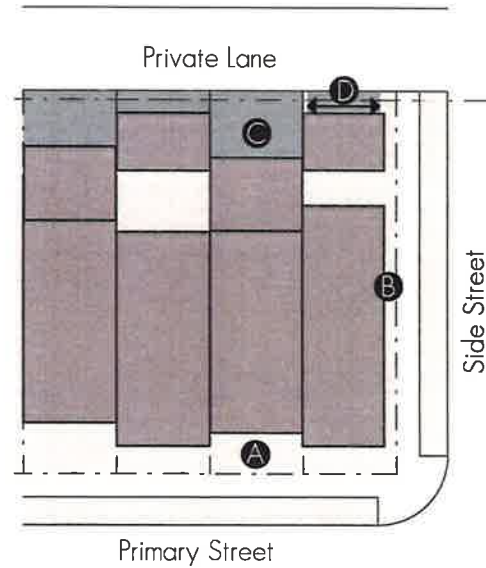
Lot	● A Area	● B Width
Single-unit detached	1,600 SF min..	20' min.
Open Space	Required	
● Open Space per Unit *(15% min. of total lot area)	240 sq. ft. min..	
Height		
Maximum height	35' max.	

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

BUILDING PLACEMENT



ACCESS & PARKING LOCATION



Building Setbacks

A	Primary street: principal structure	5' min./15' max.
B	Side street or side private lane	5' min.
C	Side: common lot line	0' min.
D	Rear: private lane	5' min.
E	Front & side encroachment	0' min.. from ROW

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

Access

With private lane: new curb cuts per lot **D** 1 max., paving width max. is equal to 1' either side of garage door.

Parking Location

A	Primary street yard	Not allowed
B	Side street yard	Not allowed
	Side yard	NA
C	Rear yard	Allowed

URBAN STANDARDS

MULTI-UNIT HOUSE

Overview

A Multi-Unit House is a principal residential building that contains 3 or 4 dwelling units that share common walls and/or common floors/ceilings. Multi-unit houses have the appearance of a large detached house and accommodate parking via a rear private lane.

Urban Provisions

Principal Building and Yards

- A Multi-Unit House shall be oriented to and have only one main entry accessible from the primary street. If the building is located on a corner lot, one building entrance may be visible from each street.
- Stoops, balconies, porches, and bay windows may encroach within the front yard and corner lot side yard setbacks but shall provide a 5' min.. setback from the public right-of-way.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

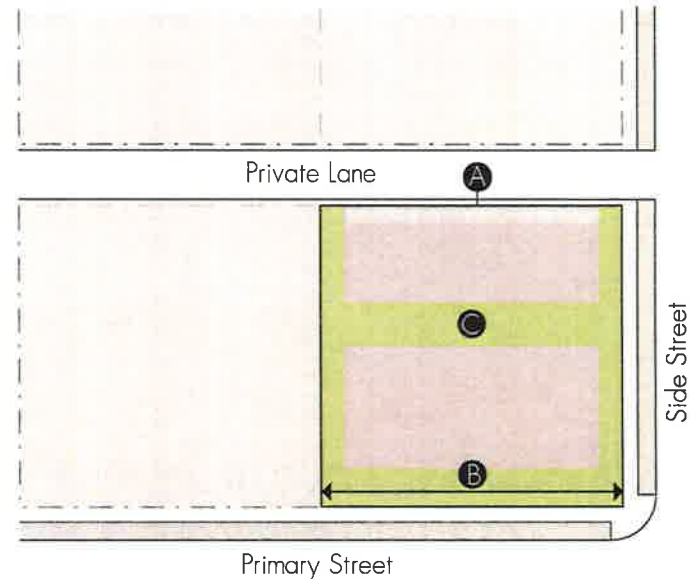
Parking

- Parking shall be 1.25 spaces minimum per unit on each lot
- Front loaded driveways are prohibited.
- Parking within the private lane drive aisle is not permitted.
- Parking shall be accessed via a rear private lane.
 - The maximum driveway paving width shall be no larger than 1' either side of the garage door width.
 - A series of garages shall provide a 3' minimum landscape island between driveways.

Open Space

- A Multi-Unit House shall provide 15% min.. of the total lot area as open space.
 - Lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.

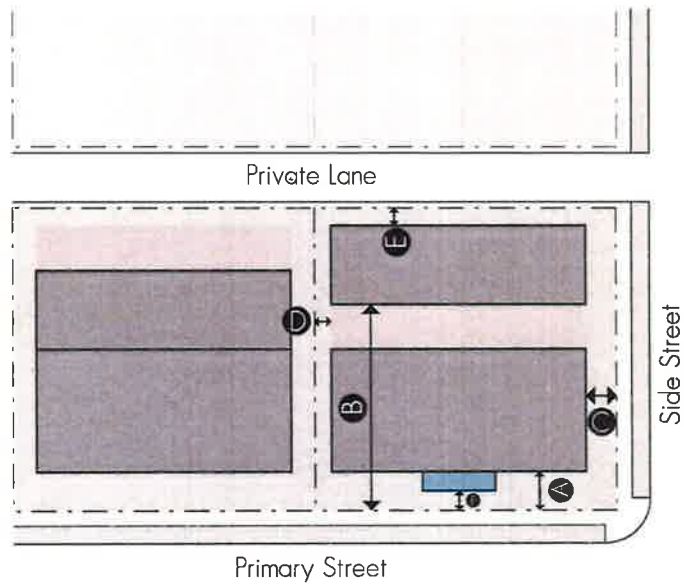
LOT PARAMETERS



Lot	A Area	C Width
Single-unit detached	10,000 SF min..	100' min.
Open Space		Required
C Open Space per Unit (15% min.. of total lot area)		1,500 sq. ft. min.
Height		
Maximum height		35' max.

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

BUILDING PLACEMENT



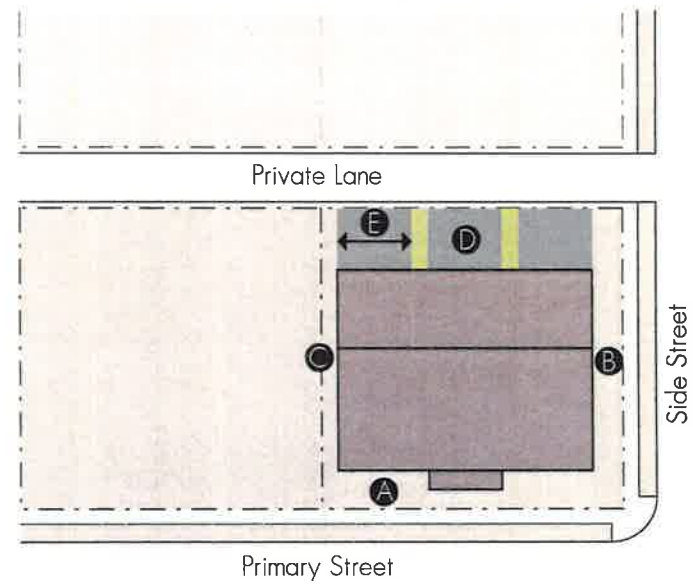
Building Setbacks

A Primary street: principal structure	10' min./20' max
E Primary street: accessory structure	60' min.
C Side street	10' min.
D Side: common lot line or side private lane	5' min.
E Rear: common lot line or rear private lane	5' min.
F Front & side encroachment	5' min.. from ROW

NOTE: Refer to Section 90.090- B Setback Measurements on Irregular Lots

TULSA, OKLAHOMA
CONCORD: MASTER PLAN DEVELOPMENT STANDARDS

ACCESS & PARKING LOCATION



Access

With private lane: new curb-cuts per lot **E** 1 max., paving width max. is equal to 1' either side of garage door. 3' min.. planting island req. between multiple garages

Parking Location

A Primary street yard	Not allowed
B Side street yard	Not allowed
C Side yard	Not Allowed
D Rear yard	Allowed

URBAN STANDARDS

MIXED-USE BUILDING

Overview

A Mixed-Use Building is a principal building occupied by one or more commercial, office, and/or entertainment uses. One or more residential dwelling units may be located above the ground floor use. In order to create a pedestrian friendly community core that supports a variety of ground floor active uses and services, Mixed-Use Buildings shall be located in the Town Center District only.

Urban Provisions

Principal Building and Yard

- Mixed-use buildings shall have a primary entrance facing the street.
 - Entrance spacing along the primary street shall be 50' max.
- Awnings, canopies, balconies, galleries, and door swings are permitted to encroach within the public right-of-way up to 3' from the back of curb.
- Fences, garden walls, and hedges are allowed and further defined by the neighborhood covenants and restrictions.
- Building height shall be measured from grade elevation to eave line. Building height shall be measured from grade elevation to eave line. Refer to Section 90.160-A of the Tulsa zoning code for height measurements regarding sloped sites.

Transparency

- Ground floor mixed-use buildings facing east toward the Lynn Lane corridor shall provide 50% min.. transparency.
- Upper floor units shall have 20% min.. transparency
- Recreational structures such as pool houses, showers, storage units, etc. are not subject to the transparency requirements.

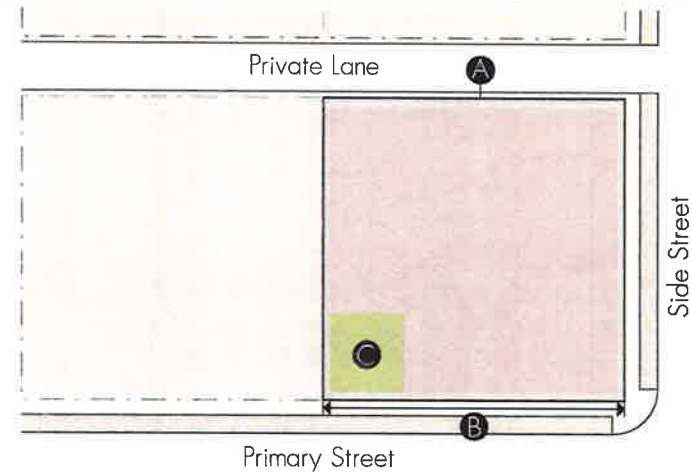
Parking

- Parking for commercial, office, and entertainment uses located within the Town Center District shall be shared and will provided a minimum of 60 on-street parallel spaces.
- If future parking is needed it shall adhere to the following provisions:
 - * Surface parking lots shall not be permitted between a primary building front and the public right-of-way.
 - Parking lots shall be screened with landscaping from the public right-of-way.

Open Space

- A Mixed-Use Building shall provide 100 sq. ft. min.. of open space per unit.
 - Lot areas that are not occupied by buildings, driveways, or parking areas and are generally usable by residents shall be counted toward satisfying the minimum open space requirement.
 - * Required open space shall be provided in outdoor common areas within the Town Center District, as designated on the recorded plat or in a separately recorded legal instrument.

LOT PARAMETERS

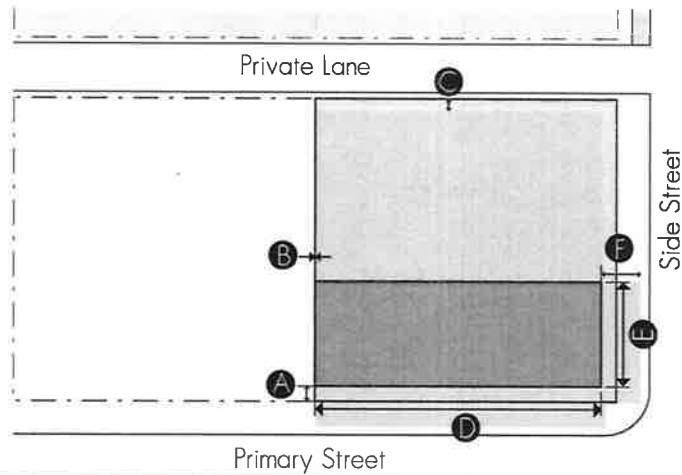


Lot	Ⓐ Area	Ⓑ Width
Single-unit detached	3,500 SF min..	25' min.
Open Space	Required	
● *Open Space per Unit	100 sq. ft. min.	
Height		
Maximum height	35' max.	

NOTE: Lot width shall be measured as the average (mean) horizontal distance between the side property lines of a lot. See Section 90.060 Lot Width of the Tulsa Zoning Code for graphic representation of irregular lots and/or lots that have curved street frontage.

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BUILDING PLACEMENT



Building Setbacks

Ⓐ	Build-to zone: primary & side street	0' min., 10' max
Ⓑ	Side: common lot line	0' min.
Ⓒ	Side: private lane	5' min.
Ⓓ	Side: residential district	10' min.
Ⓔ	Rear: common lot line	0' min.
Ⓕ	Rear: private lane	5' min.
Ⓖ	Rear: residential district	15' min.

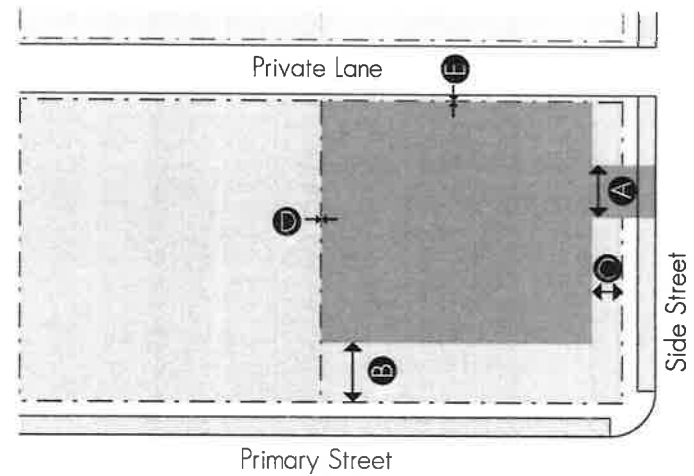
Build-To

Ⓓ	% of building facade in primary street build-to zone	80% min.
Ⓔ	% of building facade in side street build-to zone	30% min.
Ⓕ	Front & side encroachment	3' max. from back of curb

TULSA, OKLAHOMA

CONCORD: MASTER PLAN DEVELOPMENT STANDARDS

ACCESS & PARKING LOCATION



Access

	Primary street yard	Not allowed
	Side street yard	Allowed
	Private Lane	Allowed
Ⓐ	Driveway width in side street setback	20' max.

Parking Setbacks

Ⓔ	*Primary street setback	30' min.
Ⓕ	Side street setback or residential district	10' min.
Ⓓ	Side: common lot line or private lane	0' min.
Ⓔ	Rear: common lot line or private lane	0' min.

USE REGULATIONS

Uses are listed in the first column of Allowed Use Table 2.0. This code classifies uses into categories and subcategories. In some cases, specific use types are listed in addition to the use categories and subcategories. Building types are defined in the Urban Standards section of this code.

PERMITTED USES

Uses identified with a "P" are permitted as-of-right in the subject zoning district, subject to compliance with any supplemental regulations identified in the final column of Table 2.0 and with all other applicable regulations of this zoning code. Uses identified with a "P*" are uses that are permitted with special standards. The special standards section is identified in the supplemental regulations column in Table 2.0.

PROHIBITED USES

Uses identified with an "--" are expressly prohibited. Uses that are not listed in the table and that cannot be reasonably interpreted to fall within any defined use category are also prohibited.

SPECIAL EXCEPTION USES

Uses identified with an "S" may be allowed if reviewed and approved in accordance with the special exception procedures of Section 70.120 of the Tulsa Zoning Code. Special exception uses are subject to compliance with any supplemental regulations identified in the final column of Table 2.0 and with all other applicable regulations of this zoning code.

SUPPLEMENTAL REGULATIONS



The "Supplemental Regulations" column in Table 2.0 identifies additional regulations that apply to some uses. Unless otherwise expressly stated, compliance with these regulations is required regardless of whether the use is permitted as-of-right or requires special exception approval.

ACCESSORY USES

Accessory uses are not regulated by Table 2.0. Customary accessory uses are allowed in conjunction with principal uses permitted by right or by special exception, subject to review and compliance by the Concord Town Urban Planner.



LEGEND

-  Town Center District (TC)
-  Neighborhood Center District (NC)
-  General Neighborhood District (GN)

ALLOWED USE TABLE 2.0

	TC	NC	GN	Supplemental Use Standards
Residential				
Household Living				
Detached House	P*	--	P	See Detached House Urban Standards
Bungalow Court	--	P	P	
Cottage Court	--	P	P	
Duplex	--	P	P	
Townhouse	P	P	--	
Multi-Unit House	P	P	--	
Public, Civic & Institutional				
Education				
Day Care	P	--	--	See Section 40.120 Tulsa Zoning Code
Library or Cultural Exhibit	P	--	--	
Community Garden	P	P	P	
Gym/Fitness Facility	P	--	--	
Natural Resource Preservation	P	P	P	
Parks and Recreation	P	P	P	
Postal Service	P	--	--	
Religious Assembly	P*	--	--	See Section 40.320 Tulsa Zoning Code
School	P	P	--	
Commercial				
Animal Service				
Boarding or shelter	--	--	--	
Grooming	P	--	--	

P = Permitted, P* = Permitted w/ Special Standards, S = Special Exception, -- = Not Permitted

TULSA, OKLAHOMA

CONCORD: MASTER PLAN DEVELOPMENT STANDARDS

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ALLOWED USE TABLE 2.0 CONTINUED

	TC	NC	GN	Supplemental Use Standards
Veterinary	P	--	--	
Financial Services (except below)	P	--	--	
Personal credit establishment	--	--	--	
Funeral or Mortuary Service	--	--	--	
Lodging				
Bed & Breakfast	P	--	--	
Hotel/Motel	--	--	--	
Office				
Business or professional office	P	--	--	
Medical, dental or health practitioner office	P	--	--	
Plasma center	--	--	--	
Parking, Non-accessory	--	--	--	
Restaurants & Bars				
Restaurant	P	--	--	
Bar	P	--	--	
Wine bar or Brew Pub	P	--	--	
Coffee shop	P	--	--	
Retail Sales				
Building supplies & equipment	--	--	--	
Consumer shopping goods	P	--	--	
Convenience goods	P	--	--	
Marijuana dispensary	--	--	--	

P = Permitted, P* = Permitted w/ Special Standards, S = Special Exception, -- = Not Permitted

16.51

ALLOWED USE TABLE 2.0 CONTINUED

	TC	NC	GN	Supplemental Use Standards
Grocery Store	P	--	--	
Self-service storage facility	--	--	--	
Sexually oriented establishment	--	--	--	
Studio, Artists, or Instructional Service	P	--	--	
Vehicle sales & service	--	--	--	
Industrial				
Manufacturing & industry	--	--	--	
Recycling				
Consumer material drop-off station	--	--	--	
Agricultural				
Community Garden	P	P	P	
Other Uses				
Vendor, Food, Mobile Food Court	P	--	--	
Vendor, Merchandise	P	--	--	
Drive-in or drive-through facility	--	--	--	
Oil or Gas Well	S	S	S	See Title 40A of the Tulsa Revised Ordinance

P = Permitted, P* = Permitted w/ Special Standards, S = Special Exception, -- = Not Permitted

16.59

LANDSCAPE STANDARDS

The Landscape Standards establish the vision and goals for the overall community aesthetic. Specific requirements regarding plant species and private yard landscaping requirements shall be outlined in the Concord covenants and restrictions and filed with the plat. The Concord Community is exempt from the landscape provisions outlined in other City of Tulsa ordinances. The community of Concord will be landscaped to a high-level standard, meeting and exceeding the minimum requirements set out by the City of Tulsa landscape ordinance. All landscaped areas within the Concord community shall be designed by a Landscape Architect or Landscape Designer and shall be reviewed and approved for compliance by the Town Planner. Irrigation is required for all private landscape areas within Concord.

OVERVIEW

The community of Concord provides approximately 36 acres of preserved open space, and is made up of multi-use trails, pocket parks, detention ponds, created wetlands, existing floodplains, and natural riparian areas. The landscape vision seeks to implement a naturalistic prairie aesthetic that is in keeping with native Oklahoma landscapes. Use of ornamental grasses, wildflowers, and drought tolerant plantings shall be utilized throughout the community. Existing riparian corridors and their tree canopies shall be preserved and accommodate space for a multi-use trail. Frontage along Lynn Lane and E. 31st Street shall be landscaped with a mixture of tall prairie grasses, wildflowers, and wetland appropriate plant species. Landscape elements such as natural boulders, berms, and wood fencing material shall be designed and incorporated into the landscape in order to support the natural community aesthetic.

MAINTENANCE

A third party landscape management company will be established at Concord and will be responsible for the maintenance of the landscaped entries, private lanes, perimeter fencing and all reserves and landscape areas as identified on the plat. These areas will be constructed and landscaped to a high standard by the property owner and then turned over to the third party landscape management company for perpetual maintenance.

In addition to the third party landscape management company, a Concord Home Owner's Association (HOA) will be formed. Final covenants and restrictions for the Concord Community will be filed with the final plat and will include the maintenance agreement and other specific rights and requirements for HOA members.

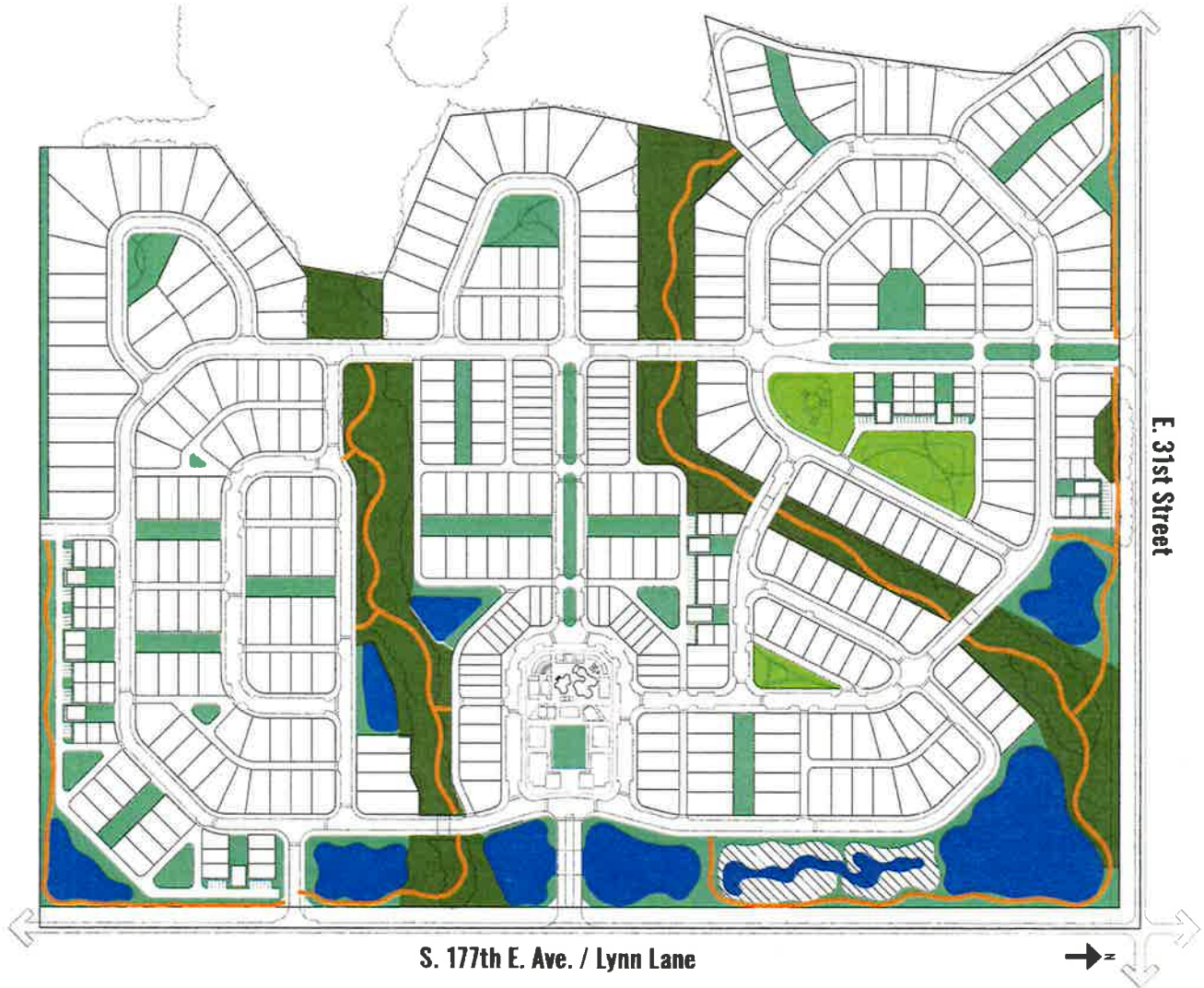
Precedent images that establish the landscapes look, feel, and character for the community of Concord



14.60

LEGEND

-  Floodplain Corridor
-  Community Open Space
-  Dry Detention/Pocket Park
-  Wet Detention Pond
-  Wetland Area
-  Multi-Use Trail



14.61

ARCHITECTURAL STANDARDS

OVERVIEW

The Architectural Standards specify the general materials and configurations permitted for walls, roofs, openings, and building facades in order to produce visual compatibility among differing building types.

GENERAL STANDARDS

In general, the architectural aesthetic for the Concord Community will draw from four styles, trending slightly more modern than traditional:

Scandinavian Mid-century Modern

- This modernist style is rooted in the simplified forms found in vernacular Scandinavian architecture and is generally characterized by the creative use of natural materials, minimalist, functional design, simple massing, large windows utilizing views and natural light, and high-pitched roofs with gables. Wood building materials and natural color palettes are popular and every building detail strives to be both necessary and useful, with nothing superfluous.

Farmhouse Barn

- The term “farmhouse” was originally meant as a description of a home situated in an agricultural setting as opposed to a particular style of a home. Farmhouses were developed out of necessity, and they reflected the land, building materials and goods available in their rural location. Typically, a farmhouse draws upon those early colonial homes built in the 1700s, with added elements such as deep front porches. The common thread of a farmhouse is that it is rural, straightforward, and functional.

Modern Victorian

- Rich colors and eclectic details give a wide range of expression to Modern Victorian homes. The historical Victorian style refers to homes built during the reign of Queen Victoria (1837-1901). Builders blended a wide range of styles from Regency to Italianate with ornate brackets, window surrounds, columns, and trim details, utilizing inventive and sometimes whimsical shapes and patterns. Homes are asymmetrical in arrangement with tall porches and make use of distinctive architectural elements such as patterned bricks, barge boards on gable ends, bay windows, and a proliferation of fireplaces.

Industrial

- A love for functional, open spaces and the raw beauty of materials is distinctive of the industrial style of architecture. The homes feature exposed brick walls and structural steel, concrete, or wood as well as large, expansive steel windows. Simplicity, minimalism, and rough textures define the style. Industrial design showcases neutral tones and utilitarian objects, from the earthy to the polished, and

often incorporates a love for vintage furniture and accessories inspired by early 20th century design.

Building forms will have simple lines; high-pitched gables and/or low-slope roofs; large windows; a mix of textures, colors, and materials.

To create architectural interest, building facades should incorporate various expressions of structural design elements such as, but not limited to: floor banding or belt course details, columns, pilasters, piers, quoins; foundation water tables or rustication details; façade articulation and variation in wall plane including patterns of door and window openings through the use of sills, mullions, and other scale providing window elements. Residential buildings should provide a variety of architectural styles, sizes, and lot configurations to promote a diverse and unique community aesthetic. Front porches and/or urban stoops should be utilized on all residential dwellings to promote community interaction at the street.

MIXED-USE TOWN CENTER

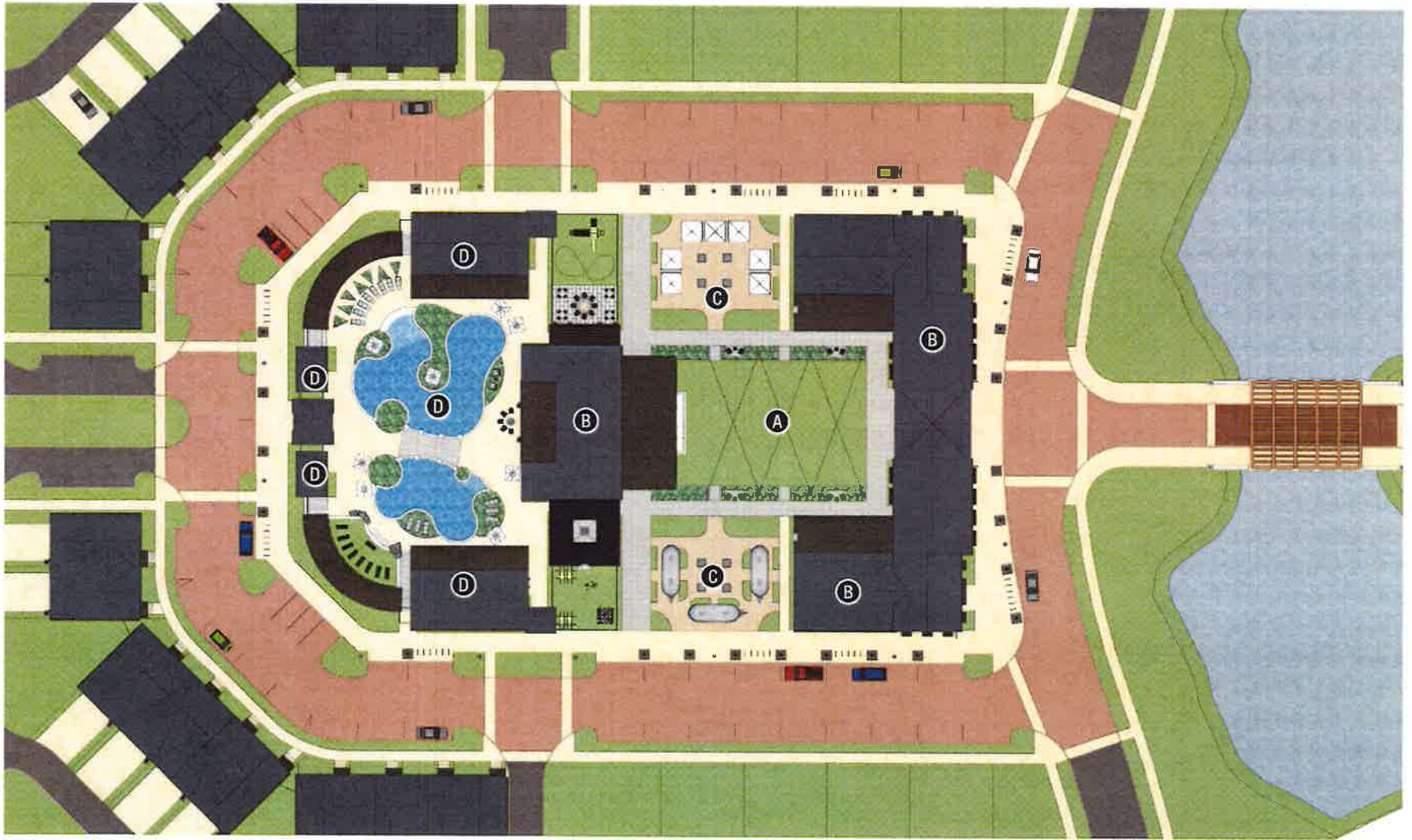
The Town Center will serve as the hub of the Concord community. The Town Center District is intended to create a mixed-use, walkable, pedestrian friendly atmosphere that supports a variety of neighborhood serving commercial, retail, restaurant, office and entertainment space surrounded by a urban residential living and community amenity areas. The Town Center buildings will be wood framed construction and will be one or two stories in height. The townhouses will be wood framed construction and will be two to three stories in height. Parking will be accessed from the rear alley and will either be in detached garages or an attached garage within the townhouse unit. Materials will be chosen for durability, ease of maintenance, economy of scale and familiarity within the local market with an emphasis on natural materials. The exterior materials will consist of the following:



Precedent Image: Neighborhood Commercial

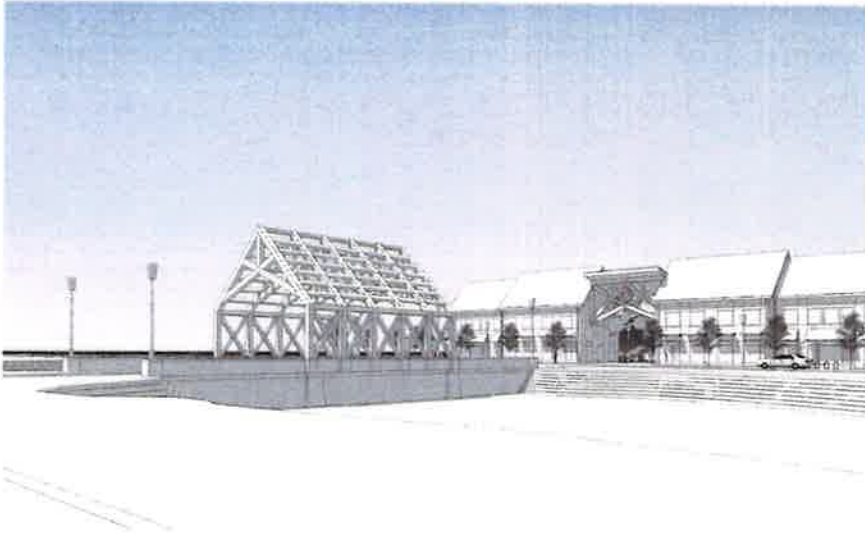


Precedent Image: Residential



- A** Community Green
- B** Mixed-Use Commercial, Office, Restaurant & Retail
- C** Market & Food Truck Plaza
- D** Community Pool with Storage, Locker Room & Workout Facilities

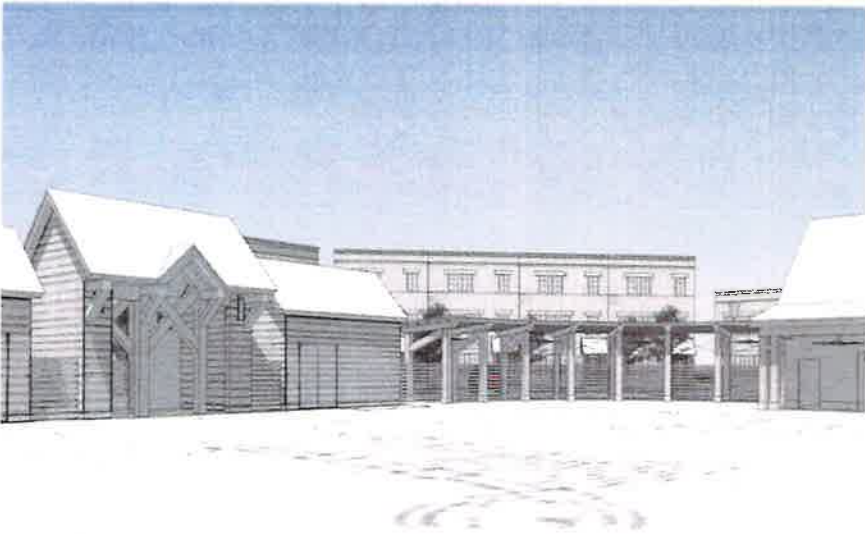
TULSA, OKLAHOMA
 CONCORD: MASTER PLAN DEVELOPMENT STANDARDS



Conceptual Rendering of Covered Vehicular Entrance off of S, 177th E, Ave./Lynn Lane



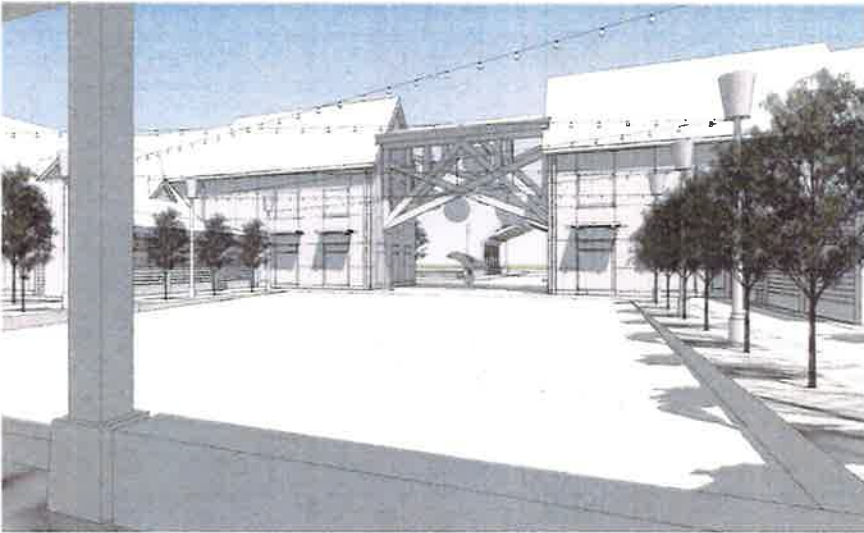
Town Center Streetscape Conceptual Streetscape



Town Center Community Pool and lounge Area



Town Center Green Looking West



Town Center Green Looking East



Town Center Looking Southwest



Town Center Looking Southeast



Town Center Looking West

14.65

SIGNAGE STANDARDS

OVERVIEW

The following sign controls are intended to provide basic direction for how signs are displayed.

GENERAL GUIDELINES

Signage should be artful, creative, add visual interest to the street, and complement the overall building design. Signage should be utilized to identify a business or residential project and be clearly identifiable to customers, yet not be visually objectionable.

Location

- Signs should not obscure architectural elements such as pilasters, cornice lines, capping or openings.

Legibility

- Sign typeface should be clearly legible.

Materials

Signs should be designed of high quality materials consistent with the overall building architecture.

Style

Signs should be of a style representative of the overall building and district character, while ensuring the business is appropriately represented.

- Visually representational rather than textual signs are encouraged
- Signs should be artful, creative and highly graphic.

Orientation

- Signs should be oriented to face pedestrians.

Lighting

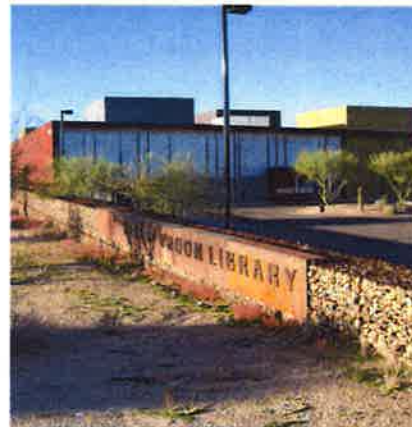
- Lights should be subtle and reinforce the overall facade design.



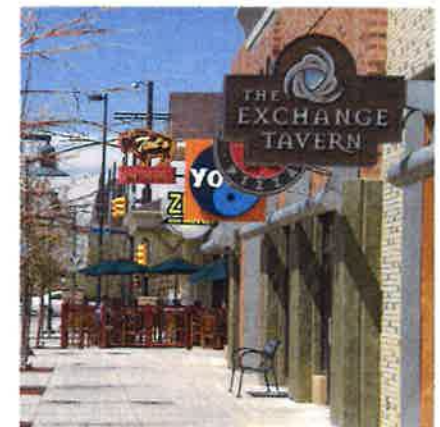
Signage oriented to pedestrians



Precedent - Sign that is artful, creative, and highly graphic



Precedent - Sign that represents the overall building and district character



Signage that reflects the use and the character of the place

STANDARDS

Signs can contribute significantly to the identity and brand of an area. It is important that they are carefully reviewed and stay consistent with the design intent for Concord.

Location

- Mixed-use buildings shall provide locations on the commercial areas of the building facade that are specifically designed to accommodate changeable tenant signage including wall signs, projecting signs and window signs. Structure, materials, detailing and power sources shall be designed to be readily adaptable and repairable as tenant sign needs change.

Area Calculation

- Sign area is measured by drawing a rectangular box around the most extreme points of a sign. In cases where the sign extends in a second direction greater than 20 degrees from the primary sign face, a second box around the most extreme points of the secondary sign face shall be drawn and added to the area of the primary face to generate the sign total area, see figure below.

Window Signs

- Permanent or temporary window signs shall not exceed 1/3 the area of the window to a maximum of 20 sq. ft. on or in which the signs are located.
- Signs shall be of a durable / low maintenance material or adhered or permanently printed on the interior surface of the window.

Wall Signs

- The area of all wall signs shall not exceed 1 sq. ft. per foot of street frontage occupied by the business measured along the wall to which the signs are attached.
- The height of any wall sign shall not exceed 10 ft. for small retail spaces.

Projecting Signs

- The area of projecting signs combined when there are multiple signs shall not exceed 24 sq. ft.
- Projecting signs shall be located no closer than 20 ft. apart or one per retail space.
- The height of a projecting sign shall not exceed 30 ft. or the height of the wall that it is attached.
- A minimum 9 ft. vertical clearance to the sidewalk shall be maintained.
- No part of the projecting sign shall project more than 75% of the horizontal distance from the street property line to the curb-line, or 6 ft. 6 in., whichever is less.

Signs on Awnings

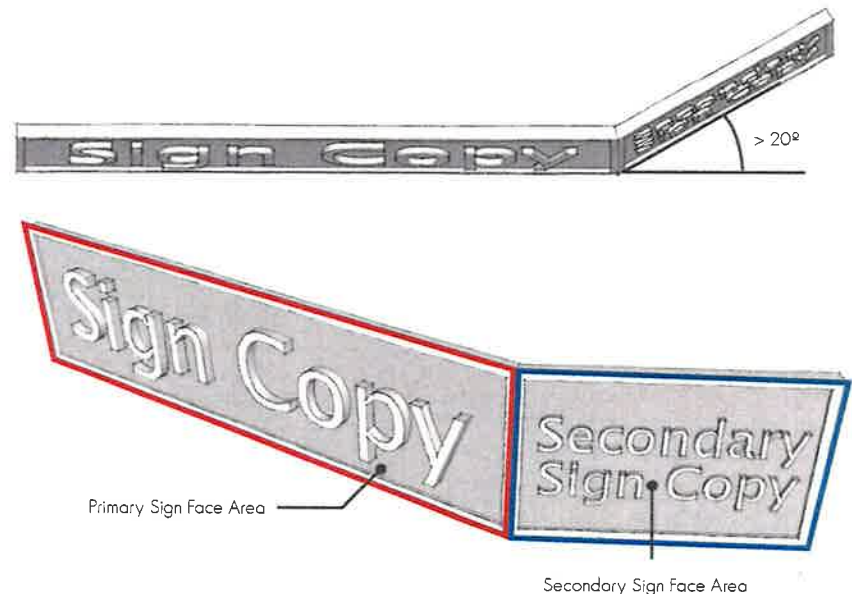
- The area of awning signs shall not exceed the lesser of: 50% of the area of the vertical face of the awning, or 200 sq. ft.
- Maximum letter height is 12 inches.
- Sign copy may be non-illuminated or indirectly illuminated.

Nameplate

- One nameplate sign is permitted per business.
- The area shall not exceed 2 sq. ft.

Electrical Services

- Lighted signs shall conceal any junction boxes, lamps, tubing, conduits and raceways.



Sign Area Calculation

14.67

14.68



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